

Democratic Services

Lewis House, Manvers Street, Bath, BA1 1JG
Telephone: (01225) 477000 *main switchboard*
Direct Lines - Tel: 01225 394452 Fax: 01225 394439
Web-site - www.bathnes.gov.uk

Date: 25th April 2016
E-mail: Democratic_Services@bathnes.gov.uk

To: All Members of the Cabinet

Councillor Tim Warren	Leader of the Council and Conservative Group Leader
Councillor Liz Richardson	Cabinet Member for Homes and Planning
Councillor Patrick Anketell-Jones	Cabinet Member for Economic Development, Conservative Deputy Group Leader Bath
Councillor Charles Gerrish	Cabinet Member for Finance and Efficiency, Conservative Deputy Group Leader North East Somerset
Councillor Vic Pritchard	Cabinet Member for Adult Social Care and Health
Councillor Anthony Clarke	Cabinet Member for Transport
Councillor Martin Veal	Cabinet Member for Community Services
Councillor Michael Evans	Cabinet Member for Children's Services

Chief Executive and other appropriate officers
Press and Public

Dear Member

Cabinet: Wednesday, 4th May, 2016

You are invited to attend a meeting of the **Cabinet**, to be held on **Wednesday, 4th May, 2016** at **4.00 pm** in the **Community Space, Keynsham - Market Walk, Keynsham**.

The agenda is set out overleaf.

Yours sincerely

Jack Latkovic
for Chief Executive

The decisions taken at this meeting of the Cabinet are subject to the Council's call-in procedures. Within 5 clear working days of publication of decisions, at least 10 Councillors may signify in writing to the Chief Executive their wish for a decision to be called-in for review. If a decision is not called-in, it will be implemented after the expiry of the 5 clear working day period.

If you need to access this agenda or any of the supporting reports in an alternative accessible format please contact Democratic Services or the relevant report author whose details are listed at the end of each report.

This Agenda and all accompanying reports are printed on recycled paper

NOTES:

1. **Inspection of Papers:** Any person wishing to inspect minutes, reports, or a list of the background papers relating to any item on this Agenda should contact Jack Latkovic who is available by telephoning Bath 01225 394452 or by calling at the Guildhall Bath (during normal office hours).
2. **Public Speaking at Meetings:** The Council has a scheme to encourage the public to make their views known at meetings. They may make a statement relevant to what the meeting has power to do. They may also present a petition or a deputation on behalf of a group. Advance notice is required not less than two full working days before the meeting (this means that for meetings held on Wednesdays, notice must normally be received in Democratic Services by 4.30pm the previous Friday but Bank Holidays will cause this to be brought forward).

The public may also ask a question to which a written answer will be given. Questions must be submitted in writing to Democratic Services at least two full working days in advance of the meeting (this means that for meetings held on Wednesdays, notice must normally be received in Democratic Services by 4.30pm the previous Friday but Bank Holidays will cause this to be brought forward). If an answer cannot be prepared in time for the meeting it will be sent out within five days afterwards. Further details of the scheme can be obtained by contacting Jack Latkovic as above.

3. **Details of Decisions taken at this meeting** can be found in the minutes which will be published as soon as possible after the meeting, and also circulated with the agenda for the next meeting. In the meantime details can be obtained by contacting Jack Latkovic as above.

Appendices to reports are available for inspection as follows:-

Public Access points - Reception: Civic Centre - Keynsham, Guildhall - Bath, The Hollies - Midsomer Norton. Bath Central and Midsomer Norton public libraries.

For Councillors and Officers papers may be inspected via Political Group Research Assistants and Group Rooms/Members' Rooms.

4. **Recording at Meetings:-**

The Openness of Local Government Bodies Regulations 2014 now allows filming and recording by anyone attending a meeting. This is not within the Council's control.

Some of our meetings are webcast. At the start of the meeting, the Chair will confirm if all or part of the meeting is to be filmed. If you would prefer not to be filmed for the webcast, please make yourself known to the camera operators.

To comply with the Data Protection Act 1998, we require the consent of parents or guardians before filming children or young people. For more information, please speak to the camera operator

The Council will broadcast the images and sound live via the internet www.bathnes.gov.uk/webcast An archived recording of the proceedings will also be available for viewing after the meeting. The Council may also use the images/sound recordings on its social media site or share with other organisations, such as broadcasters.

5. **Attendance Register:** Members should sign the Register which will be circulated at the meeting.

6. THE APPENDED SUPPORTING DOCUMENTS ARE IDENTIFIED BY AGENDA ITEM NUMBER.

7. **Emergency Evacuation Procedure**

When the continuous alarm sounds, you must evacuate the building by one of the designated exits and proceed to the named assembly point. The designated exits are sign-posted.

Arrangements are in place for the safe evacuation of disabled people.

8. **Officer Support to the Cabinet**

Cabinet meetings will be supported by the Senior Management Team.

9. **Recorded votes**

A recorded vote will be taken only when requested by a member of Cabinet.

Cabinet - Wednesday, 4th May, 2016

in the Community Space, Keynsham - Market Walk, Keynsham

A G E N D A

1. WELCOME AND INTRODUCTIONS

2. EMERGENCY EVACUATION PROCEDURE

The Chair will draw attention to the emergency evacuation procedure as set out in the Notes

3. APOLOGIES FOR ABSENCE

4. DECLARATIONS OF INTEREST

At this point in the meeting declarations of interest are received from Members in any of the agenda items under consideration at the meeting. Members are asked to indicate:

(a) The agenda item number in which they have an interest to declare.

(b) The nature of their interest.

*(c) Whether their interest is **a disclosable pecuniary interest** or an **other interest**, (as defined in Part 2, A and B of the Code of Conduct and Rules for Registration of Interests)*

Any Member who needs to clarify any matters relating to the declaration of interests is recommended to seek advice from the Council's Monitoring Officer or a member of his staff before the meeting to expedite dealing with the item during the meeting.

5. TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR

6. QUESTIONS FROM PUBLIC AND COUNCILLORS

Questions submitted before the deadline will receive a reply from an appropriate Cabinet member or a promise to respond within 5 days of the meeting. Councillors may ask one supplementary question for each question they submitted, up to a maximum of two per Councillor.

7. STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS

Councillors and members of the public may register their intention to make a statement if they notify the subject matter of their statement before the deadline. Statements are limited to 3 minutes each. The speaker may then be asked by Cabinet members to answer factual questions arising out of their statement.

8. MINUTES OF PREVIOUS CABINET MEETING (Pages 9 - 20)

To be confirmed as a correct record and signed by the Chair

9. CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET

This is a standard agenda item, to cover any reports originally placed on the Weekly list for single Member decision making, which have subsequently been the subject of a Cabinet Member requisition to the full Cabinet, under the Council's procedural rules

10. SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET MEETING (Pages 21 - 22)

This report lists Cabinet Single Member decisions taken and published since the last Cabinet meeting.

11. MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES

This is a standing agenda item (Constitution rule 14, part 4D – Executive Procedure Rules) for matters referred by Policy Development and Scrutiny bodies. The Chair of the relevant PDS Panel will have the right to attend and to introduce the Panel's recommendations to Cabinet.

12. RECEIPT OF INFORMATION REQUESTED BY COUNCIL ON THE PARK & RIDE/EAST OF BATH TRANSPORT ISSUES (Pages 23 - 354)

The Council on 12th November 2015 resolved in relation to the east of Bath Park and Ride proposal to:

Call for the Communities, Transport and Environment Policy Development & Scrutiny Panel to undertake an open and transparent public scrutiny, examining a wide range of integrated transport solutions for the east of Bath; and

Ask that the cross-party Local Development Framework Steering Group review all the options for the location of an east of Bath Park & Ride prior to Cabinet selecting a preferred site early next year, giving due consideration to the following:

- responses received to the east of Bath Park& Ride consultation;
- feasibility and deliverability of each site option;
- costs associated with each site option;
- transport benefits of each site option; and
- visual impact of each site option.

It is recommended that Cabinet note the reports outlining the findings and conclusions from the Communities, Transport and Environment Policy Development & Scrutiny Panel Inquiry Day and the sites review undertaken by the LDF Steering Group; in order to help their deliberations in determining the recommended solution to the transport issues to the east of Bath.

13. YOUTH JUSTICE PLAN (Pages 355 - 396)

The Local Authority has a statutory duty, in consultation with key partner agencies, Health Police and Probation, to produce an annual Youth Justice Plan. The Plan sets out how youth justice services are to be composed and funded, how they will operate and what functions they will carry out to prevent youth offending and re-offending across Bath and North East Somerset.

14. PRIMARY AND SECONDARY SCHOOL ORGANISATION PLAN 2015 - 2019 (Pages 397 - 438)

The Council has a statutory duty to secure sufficient school places for every child resident in the Local Authority who requires a place. The Primary and Secondary School Organisation Plan 2015 – 2019 at Appendix 1 outlines the current level of primary and secondary provision in the Authority, detailed projected pupil numbers over the next four years up to admissions in September 2019 based on births and resident population data and outline pupil numbers up to 2029 as a consequence of the future planned housing development in the Authority. Estimates for the number of school places likely to be required as a result and how and where these might be provided are also included.

15. 97/101 WALCOT ST : GENESIS TRUST (Pages 439 - 454)

At the meeting on 9 September 2015 the Cabinet resolved (Appendix 1: E2784) to request that a further report be brought back to Cabinet within the following 4 months to consider and approve that the provisions in 5.7 had been satisfied.

The provisions in 5.7 are set out in full in this report and in summary the requirement is to identify more fully the social objectives which are to be delivered from these premises in favour of the community.

This is the first available Cabinet meeting for this report to be made.

The Committee Administrator for this meeting is Jack Latkovic who can be contacted on 01225 394452.

Protocol for Decision-making

Guidance for Members when making decisions

When making decisions, the Cabinet/Committee must ensure it has regard only to relevant considerations and disregards those that are not material.

The Cabinet/Committee must ensure that it bears in mind the following legal duties when making its decisions:

- Equalities considerations
- Risk Management considerations
- Crime and Disorder considerations
- Sustainability considerations
- Natural Environment considerations
- Planning Act 2008 considerations
- Human Rights Act 1998 considerations
- Children Act 2004 considerations
- Public Health & Inequalities considerations

Whilst it is the responsibility of the report author and the Council's Monitoring Officer and Chief Financial Officer to assess the applicability of the legal requirements, decision makers should ensure they are satisfied that the information presented to them is consistent with and takes due regard of them.

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BATH AND NORTH EAST SOMERSET

CABINET

These minutes are draft until confirmed as a correct record at the next meeting.

Wednesday, 10th February, 2016

Present:

Councillor Tim Warren	Leader of the Council and Conservative Group Leader
Councillor Liz Richardson	Cabinet Member for Homes and Planning
Councillor Patrick Anketell-Jones	Cabinet Member for Economic Development, Conservative Deputy Group Leader Bath
Councillor Charles Gerrish	Cabinet Member for Finance and Efficiency, Conservative Deputy Group Leader North East Somerset
Councillor Vic Pritchard	Cabinet Member for Adult Social Care and Health
Councillor Anthony Clarke	Cabinet Member for Transport
Councillor Martin Veal	Cabinet Member for Community Services
Councillor Michael Evans	Cabinet Member for Children's Services

72 WELCOME AND INTRODUCTIONS

The Chair welcomed everyone to the meeting.

73 EMERGENCY EVACUATION PROCEDURE

The Senior Democratic Services Officer drew attention to the evacuation procedure as set out in the Agenda.

74 APOLOGIES FOR ABSENCE

There were no apologies for absence.

75 DECLARATIONS OF INTEREST

There were none.

76 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIR

There was none.

77 QUESTIONS FROM PUBLIC AND COUNCILLORS

There were 18 questions from Councillors and 2 questions from members of the public.

[Copies of the questions and responses, including supplementary questions and responses if any, have been placed on the Minute book at Democratic Services and are available on the Council's website.]

78 STATEMENTS, DEPUTATIONS OR PETITIONS FROM PUBLIC OR COUNCILLORS

David Redgewell addressed the Cabinet by expressing his concern that Keynsham train station was not part of the MetroWest project. The project should take into account an additional housing built in Keynsham and rise in demand for train services. David Redgewell welcomed allocation of £70k for better bus in the area and highlighted that it should be important to maintain evening and weekend buses.

Councillor Alison Millar addressed the Cabinet by saying that there had been a strong and focused opposition to the Park and Ride site on Bathampton Meadows. The petition against the Park and Ride now has over 10,000 signatures and MP Jacob Rees-Mogg had raised this issue in the Parliament. £9.7m had been allocated from the budget for this issue, which Councillor Millar had called it as risky decision with no mandate. Councillor Millar concluded her statement by saying that there was no hard evidence on the demand and take up of the Park and Ride on Bathampton Meadows and that this would not be good legacy for the current administration.

79 MINUTES OF PREVIOUS CABINET MEETING

RESOLVED that the minutes of the meeting held on Wednesday 2nd December 2015 be confirmed as a correct record and signed by the Chair.

80 CONSIDERATION OF SINGLE MEMBER ITEMS REQUISITIONED TO CABINET

There were none.

81 MATTERS REFERRED BY POLICY DEVELOPMENT AND SCRUTINY BODIES

The Chair invited Councillor Sarah Bevan, as Resources PDS Chair, to address the Cabinet.

The Chair informed the meeting that the Cabinet had received a copy of draft minutes of the last Resources PDS meeting.

Councillor Sarah Bevan read out a statement to the Cabinet (*available on the Minute Book in Democratic Services*) giving the following concerns from the Resources PDS Panel:

- The Panel expressed major concerns that the Government settlement might not be finalised in time for the budget to be set next Tuesday;
- The Panel voiced its awareness of heavy reliance on generating extra income – more than £7m over 4 years;
- The Panel was concerned that there was a lack of detail about that element of the proposal and lack of detail about modifications made since the draft settlement and the November Panel meetings;

- The Panel was concerned about the social care savings calculation, given the increase in demand for these services, despite the 2% precept proposed;
- The proposed budget involves high risk to the Council;
- The proposed budget may not be balanced;
- The use of reserves to fund 'invest to save' schemes is a risk; and
- The proposed £2m savings from staff may have an adverse effect on residents' front line services, not to mention the staff themselves in some cases.

In summary, the Panel would prefer less dependence on risky new initiatives and more detailed information overall.

The Chair thanked Councillor Bevan on her statement.

82 SINGLE MEMBER CABINET DECISIONS TAKEN SINCE PREVIOUS CABINET MEETING

The Cabinet agreed to note the report.

83 URBAN GULLS STRATEGY AND ACTION PLAN

Councillor Dine Romero gave a statement by saying that, on a face of it, the Gulls Strategy could be a good thing but that she had had a concern that the Council would spend £60k on measures which had not worked in the past. Councillor Romero also said that some of the proposed measures would have limited effect, as highlighted in the Scrutiny report not so long ago. Councillor Romero concluded her statement by saying that she would be looking forward to hear what research would be done on this matter and how the Council would lobby the Government on this issue.

Councillor Martin Veal said that this was an updated and revised strategy, which was needed for the city. Councillor Veal commended previous work undertaken by officers and scrutiny in this area. If approved, the strategy would start immediately. The strategy would finalise innovative and mutually beneficial research project by gathering the evidence in a way that was not possible before. Councillor Veal also said that he would, via local MPs, lobby central government to get this issue properly raised and addressed. The strategy fulfils manifesto pledge to tackle issue of gulls in the city and £86k would be allocated to tackle a serious of measures.

Councillor Martin Veal moved the recommendations.

Councillor Tim Warren seconded the motion by saying that it is important for this issue to be tackled. £85k had been earmarked for this three-pronged approach which would trial a series of measures to deter the gull population from settling in the area. This innovative approach would provide an opportunity to gather evidence at a scale that hasn't been possible before, providing a clear steer on future intervention work and targeting of resources.

RESOLVED (unanimously) that the Cabinet:

- 1) Adopt the revised urban gull strategy.

- 2) Officers progress, in consultation with the Cabinet Member, the following measures prioritised for delivery in 2015/16 and 2016/17 using the allocated funding of £85k. These are:
 - a) Provision of a pilot gull treatment programme supported by a communications campaign for areas in Abbey, Kingsmead, Widcombe, Newbridge, Westmoreland, Twerton and Midsomer Norton. This will be delivered through an external contractor chosen through an open and transparent tender process.
 - b) An additional officer for waste education and enforcement for 6 months.
 - c) The delivery of a comprehensive communications campaign.
- 3) The Cabinet Member, in consultation with officers, will apportion the budget of £85k to each of the above recommendations.
- 4) In addition the Council will enter into a collaborative partnership with the University of the West of England and Middlesex University to map and track the behavioural patterns of gulls and deliver a citizen science project.

84 METRO WEST PHASE 1 UPDATE REPORT

Councillor Neil Butters welcomed that Metro West project had been progressing and that it should not stop with phases 1 and 2. Councillor Butters also said that the Council should use this opportunity in extending services to Chippenham where service connections between Swindon and Saltford, including Corsham, could be provided. Councillor Butters concluded his statement by expressing his concern for cuts in bus subsidies in Wiltshire which could have an impact on B&NES area.

Councillor Eleanor Jackson also welcomed the report but felt that it did not go into detail, such as that there was no mention on development of railway between Frome and Radstock.

Councillor Anthony Clarke said that he was aware of matters raised by Councillors Butters and Jackson, and that he would make sure that these issues were picked up. The Metro West Project aims to improve the local rail network which had been under-developed compared with most other major urban areas. The aim was to provide regular half-hourly services across the sub-region. The first stage of this project, Metro West Phase 1, would re-open the Portishead railway and improve frequencies on the Severn beach Line and into Bath and North East Somerset. The project had received significant support from DfT, which had considered the proposal to be well developed. The project would link the Bristol Enterprise Zone with the Bath Riverside Enterprise Area. Improved rail services at Oldfield Park would support the Bath Enterprise Area and at Keynsham would particularly support the adjacent Somerdale and other development areas. The improved rail frequency had been seen as particularly significant in supporting the Master Plan, as well as being a central component of the Core Strategy, Economic Strategy, and both the Getting Around Bath and Keynsham Transport Strategies.

Councillor Anthony Clarke moved the recommendations.

Councillor Michael Evans seconded the motion by thanking officers on the report on progress with the MetroWest Phase 1 Rail Project. Councillor Evans also said that he would be looking forward to receiving a further and more detailed report later in the year.

Councillor Charles Gerrish also welcomed the report and added that Network Rail should consider that more and more people had been using train station in Keynsham, hence the need for a cover over the station. Councillor Gerrish also highlighted suitability of parking at the Keynsham train station.

RESOLVED (unanimously) that the Cabinet:

- 1) Noted the contents of this report and would provide continued support for the Metro West Phase 1 Rail Project and acknowledged its links with the Getting around Bath and Keynsham Transport Strategies.
- 2) Noted the possible capital cost over-run and made a commitment to revenue support for the first three years of operation.
- 3) Noted the possible revenue reversion risk.
- 4) Made a consideration in the medium term financial plan for any of these emerging financial pressures.
- 5) Noted the timetabling works required in relation to Metro West phase 1 and its impact on the Saltford Station proposal.

85 HERITAGE SERVICES BUSINESS PLAN: 2016-2021 UPDATE

Councillor Rob Appleyard welcomed the report and said that we shouldn't underestimate the value which Heritage Services had brought to the area. Councillor Appleyard also welcomed that the report had recognised a risk that the profit targets for 2016-2021 might not be achieved due to sensitivity of planning assumptions and to national and international economic factors.

Councillor Andrew Furse welcomed the investment in visitor experience for Roman Baths though he expressed his concern that experience could be unpleasant due to number of visitors at times.

Councillor Patrick Anketell-Jones said that overcrowding of Roman Baths, and visitor experience, would be monitored by the management. Heritage Services' approach to business planning and generating income had proven to be very successful. The business philosophy of ensuring the sustainability of unique heritage assets, the audiences attracted and the income streams brought had stood the test of time and had attracted the interest of other organisations, public and private, elsewhere in the UK and overseas.

Councillor Patrick Anketell-Jones moved the recommendations.

Councillor Liz Richardson seconded the motion by saying that the Victoria Art Gallery exhibition programme had been now included in the Combined ticket to the Roman Baths and Fashion Museum and that this had been already driving footfall upwards and generating a whole new income stream.

RESOLVED (unanimously) that the Cabinet:

- 1) Approved the Heritage Services Business Plan 2016-2021;
- 2) Confirmed that it wishes Heritage Services to continue to work to the business principles agreed by the Council Executive in 2004, as amended;
- 3) Approved the capital investment outlined in this report and noted that the Budget report also on the agenda for this meeting recommends:

- a) Full approval and inclusion in the Approved capital programme of the following projects:
 - i) The Archway Centre project at a total cost of £5.317 Million in 2017/18 and 2018/19, including a contribution by the Council of £1 Million, (£750k from corporate borrowing and £250k from service-supported borrowing), as detailed in this report
 - ii) The Roman Baths Infrastructure projects totalling £100k planned for 2016/17
 - iii) The Victoria Art Gallery air conditioning project, costing £150k in 2016/17, subject to completion of the Project Implementation process
 - b) Inclusion in the provisional capital programme of the block of Roman Baths infrastructure projects totalling £600k from 2017/18 to 2020/21
 - c) Inclusion of information around emerging capital programme items, to be brought forward for inclusion in the capital programme in future years, for the investment of £1.15 Million per annum in both 2019/20 and 2020/21 in order to begin a further major refurbishment of the entire Roman Baths site
 - d) Re-phasing of £100k currently included in Approved the capital programme to develop the second phase of the Visitor Management System project from 2015/16 to 2017/18.
- 4) Noted the investment contained within the Business Plan and approved the procurement of goods and services necessary to carry out this investment, including new contracts for security and further digital interpretation during the period of the Plan.

86 REVENUE & CAPITAL BUDGET MONITORING, CASH LIMITS AND VIREMENTS – APRIL TO DECEMBER 2015

Councillor Andrew Furse congratulated officers on bringing the budget within 0.03% of spent though he expressed his concerns that some areas were showing overspend.

Councillor Charles Gerrish said that the Budget Management Scheme had required that the Cabinet consider the revenue and capital monitoring position four times per year. For revenue budgets which were forecast to be overspent, the service Directors were normally expected to seek compensating savings to try and bring budgets back to balance. The report has highlighted significant areas of forecast over and under spends in revenue budgets and outlined the Council's current revenue financial position for the 2015/16 financial year to the end of December 2015 by Cabinet Portfolio. The current forecast outturn position was for an underspend of £128,000 which equates to 0.03% of gross budgeted spend (excluding Schools). In addition, as previously reported, uncommitted New Care Act burdens funding would be transferred to a specific Council Care Act Reserve at year end, currently estimated to be £750,000.

Councillor Charles Gerrish moved the recommendations.

Councillor Vic Pritchard seconded the motion by saying that the Council's financial position, along with its financial management arrangements and controls, were fundamental to continuing to plan and provide services in a managed way, particularly in light of the medium term financial challenge. The revenue budget for

2015/16 had included delivery of £9.7m of savings and in addition to this, a further £1.695m of in-year rebasing had been actioned resulting in there no longer being a requirement to use reserves to balance the 2015/16 budget.

RESOLVED (unanimously) that the Cabinet agreed that:

- 1) Strategic Directors should continue to work towards managing within budget in the current year for their respective service areas, and to manage below budget where possible by not committing unnecessary expenditure, through tight budgetary control.
- 2) This year's revenue budget position as shown in the report is noted.
- 3) The capital expenditure position for the Council in the financial year to the end of December and the year-end projections detailed in the report are noted.
- 4) The revenue virements listed for approval in the report are agreed.
- 5) The changes in the capital programme listed in the report are noted.

87 TREASURY MANAGEMENT MONITORING REPORT TO 31ST DECEMBER 2015

Councillor Andrew Furse expressed his concern in regards of future borrowing. Councillor Furse said that borrowing would rise from £180m this year to £300m till 2018. Councillor Furse concluded his statement by saying that this would have revenue implications and questioned if this was the right time to increase capital funding.

Councillor Charles Gerrish said that this report had given details of performance against the Council's Treasury Management Strategy and Annual Investment Plan 2015/16 for the first nine months of 2015/16. The average rate of investment return for the first nine months of 2015/16 was 0.47%, which was 0.08% above the benchmark rate. £10 million of annual borrowing matured during the third quarter of 2015/16. These funds were re-borrowed for a further 12 months at a more beneficial interest rate. The Council's total borrowing was £108.3 million as at 31st December 2015.

Councillor Charles Gerrish moved the recommendations.

Councillor Michael Evans seconded the motion by saying that investments returns had continued to be ahead of the benchmark rate whilst reflecting the continued low interest rate environment; that investments had remained diversified across UK banks, building societies and very highly rated foreign banks; and that the Council had continued to not hold any direct investments in countries within the Eurozone.

RESOLVED (unanimously) that the Cabinet agreed that:

- 1) The Treasury Management Report to 31st December 2015, prepared in accordance with the CIPFA Treasury Code of Practice, is noted
- 2) The Treasury Management Indicators to 31st December 2015 are noted.

88 2016/17 TREASURY MANAGEMENT & INVESTMENT STRATEGY

Councillor Charles Gerrish said that this report fulfils the Council's legal obligation under the Local Government Act 2003 to have regard to both the CIPFA Code and the CLG Guidance. This report had been scrutinised by the Corporate Audit Committee at the 4th February 2016 meeting. Councillor Gerrish assured Councillor

Furse that the income generated from the bulk of the borrowing would exceed the cost of borrowing. This wouldn't be a 'leap in the dark' and it would generate income for the Council.

Councillor Patrick Anketell-Jones seconded the motion by saying that this strategy had set out the Council's policies for managing its investments and for giving priority to the security and liquidity of those investments. The Council's borrowing strategy of using internal resources or borrowing short term would be kept under review taking account of future interest rate forecasts.

RESOLVED (unanimously) that the Cabinet agreed to:

- 1) Recommend the actions proposed within the Treasury Management Strategy Statement to February Council for approval.
- 2) Recommend the Investment Strategy to February Council for approval.
- 3) Recommend to February Council for approval that decisions to borrow from the Local Government Association (LGA) Bond Agency are delegated to the Chief Finance Officer in consultation with the Cabinet Member for Finance & Efficiency.
- 4) Note the Treasury Management Indicators and delegate authority for updating the indicators prior to approval at Full Council on 16th February 2016 to the Chief Finance Officer and Cabinet Member for Finance & Efficiency, in light of any changes to the recommended budget as set out in the Budget Report elsewhere on the agenda for this meeting.

89 BUDGET AND COUNCIL TAX 2016/17 AND FINANCIAL OUTLOOK 2016/17 TO 2019/20

Councillor Dine Romero said that the Cabinet should be mindful of Council's ability to generate more income taking into consideration that people have less money. Councillor Romero expressed her concern in risks, in particular that we, as a Council, would have to pay more at later stages. Councillor Romero also expressed her concerns in efficiency savings in Connecting Families programme and in remodelling of the Public Mental Health, especially since many young children had suffered from mental health issues. Councillor Romero also questioned if the £1m spent on Schools Capital Maintenance had come straight from the Department of Education.

Councillor Andrew Furse expressed his concern in the risk on delivery by saying that proposed budget had had ambitious saving targets without much detail on what those savings were. Councillor Furse also said that the Council had received £1.8m of Transitional Funding over two years, which was much less than some other authorities in the country received. Also, as per Councillor Furse, it would be a big challenge in delivering service with so many redundancies expected to happen in near future. Councillor Furse concluded his statement by expressing his concern in reduction of recycling centres opening hours and also in Highways Maintenance budget cut.

Councillor Robin Moss questioned how much of the Central Government grant the Council get would over four years. Councillor Moss also questioned issue of planning department fees and concluded that despite of an effort that officers had put in this report, there was no enough detail for him to vote on.

Councillor Joe Rayment expressed his concerns in cuts within drug and alcohol services, sexual health and health improvement programme.

Councillor Lisa Brett commented that schools would face 4.4% increase in their pay bill, which would be huge blow to their budgets. Councillor Brett questioned how the Cabinet would respond to cuts in schools; whether it was responsible to protect school improvement services on the expense of other Council services; and, what had been done to include the Education Minister in a review of Council's statutory obligation to schools.

Councillor Eleanor Jackson expressed her concerns in cuts on Public Health and also in wasting resources in projects that had not been done right at first time.

Councillor Charles Gerrish said that the Council had received the final figures from the Central Government, and that they were unchanged from what was originally envisaged, though the Council would still have to make some significant savings. The Transitional Funding allocated to this Council had been on par with other neighbouring authorities and similar Councils, which indicated that a visit from the Leader of the Council and Councillor Gerrish to the relevant Minister in January this year had been successful.

Councillor Charles Gerrish read out Aims and Ambitions of the budget and highlighted these Key Priorities within the budget:

- Tackling waste and increasing efficiency
- Improving transport
- Delivering new homes and jobs
- Investing in young people
- Supporting cleaner, greener and healthier communities
- Promoting choice and independence for older people.

Councillor Charles Gerrish also said that the Final Settlement for local government had included the provision of a new "one off" Transitional Grant for the Council of £936K in 2016/17 and £930K in 2017/18. The underlying Settlement had remained the same and the previously indicated reductions in Revenue Support Grant had been confirmed. That meant the Council had had the same longer term financial challenge as before with some short term funding mainly to help manage risk and the transition.

In light of this, Councillor Gerrish had proposed that the budget recommended to Council is amended, and that Council is provided with a short supplementary paper, to reflect the following use of the Transitional Grant funding in 2016/17:

1.Adjustments to Existing Budget Proposals

£25K - Widening of Gull Strategy trial and additional enforcement work

£62K - Increase transition support for Freight Consolidation from 6 to 12 months

2.New Provisions

£50K – Support and advice for B&NES Council financial planning and a submission to government - to inform planned changes to local government finance nationally, including a new system of needs assessment and tariffs, which will be offsetting business rates retention proposals

3.Service Transition Support

£799K – Corporately held transition funding to assist in the delivery of savings targets and other pressures as required in year and as a contingency relating to income growth targets in 2016/17

Councillor Charles Gerrish moved the recommendations as amended.

Councillor Tim Warren seconded the motion by saying that this was one of the most challenging budgets ever. Councillor Warren welcomed these detailed plans to invest in the area, as part of a balanced budget that would continue to protect essential frontline services and focus on the priorities that matter the most to local people. Through driving greater efficiencies, as well as looking at innovative ways to continue delivering services, the Cabinet had been able to set aside funds for investment in the future of Bath and North East Somerset.

The Cabinet had identified specific investment priorities, following detailed Spending Review, as part of the commitment to delivering three core aims, to ensure the Council:

- o Is efficient and well run;
- o Invests in the future of the area; and
- o Puts the interests of residents first

Councillor Tim Warren also said that this budget would help in continuing delivery of key priorities including improving transport, creating homes and jobs, supporting young and older people alike, and investing in cleaner, greener and healthier communities.

The rest of the Cabinet unanimously welcomed the budget by highlighting key aims and priorities within their portfolio, as per report.

RESOLVED (unanimously) that the Cabinet agreed to recommend:

1) That the Council approve:

- a) The General Fund net revenue budget for 2016/17 of £115.729m and the associated Council Tax increase of 1.25% plus a further 2% for Adult Social Care, as set out in Appendix 2.
- b) That no Special Expenses be charged other than Town and Parish Council precepts for 2016/17.
- c) The adequacy of reserves at Appendix 2 Table 10 with a risk-assessed level of £10.5m.
- d) The individual service cash limits for 2016/17 summarised at Appendix 2 Table 6 and detailed in Annex 1.
- e) That the specific arrangements for the governance and release of reserves, including invest to save proposals, be delegated to the Council's Section 151 Officer in consultation with the Cabinet Member for Finance & Efficiency and the Chief Executive.

2) That the Council include in its Council Tax setting, the precepts set and approved by other bodies including the local precepts of Town Councils, Parish Councils and the Charter Trustees of the City of Bath, and those of the Fire and Police Authorities.

3) That the Council notes the Section 151 officer's report on the robustness of the proposed budget and the adequacy of the Council's reserves (Appendix 2, Annex 2) and approves the conditions upon which the recommendations are made as set out throughout Appendix 2.

4) That in relation to the capital budget the Council:

- a) approves a capital programme of £58.063m for 2016/17 and notes items for provisional approval in 2016/17 and the programme for 2017/18 to 2020/21 as shown at Appendix 2, Annex 3 including the planned sources of funding .
 - b) delegates implementation, subject to consultation where appropriate, of the capital programmes set out in Annex 3i to Annex 3iv to the relevant Strategic Director in Consultation with the appropriate Cabinet Member.
 - c) approves all other delegations as set out in the budget report.
 - d) approves the Minimum Revenue Provision Policy as shown at Appendix 2, Annex 4
 - e) approves the Capital Prudential Indicators as set out in Appendix 2 Table 8.
- 5) That the Council agree the Council's proposed pay policy statement, including the provision in respect of minimum pay rates in 2016/17 as set out at Appendix 5 delegating implementation arrangements to the Employment Committee where appropriate.
- 6) Authorise the Council's Section 151 Officer, in consultation with the Cabinet Member for Finance & Efficiency, to make any necessary changes and presentational improvements to the draft budget proposal for submission to Council.
- 7) The Final Settlement for local government includes the provision of a new "one off" Transitional Grant for the Council of £936K in 2016/17 and £930K in 2017/18. The underlying Settlement remains the same and the previously indicated reductions in Revenue Support Grant are confirmed. That means the Council has the same longer term financial challenge as before but has some short term funding mainly to help manage risk and the transition.
- In light of this it is proposed that the budget recommended to Council is amended, and that Council is provided with a short supplementary paper, to reflect the following use of the Transitional Grant funding in 2016/17:

1.Adjustments to Existing Budget Proposals

£25K - Widening of Gull Strategy trial and additional enforcement work
£62K - Increase transition support for Freight Consolidation from 6 to 12 months

2.New Provisions

£50K – Support and advice for B&NES Council financial planning and a submission to government - to inform planned changes to local government finance nationally, including a new system of needs assessment and tariffs, which will be offsetting business rates retention proposals

3.Service Transition Support

£799K – Corporately held transition funding to assist in the delivery of savings targets and other pressures as required in year and as a contingency relating to income growth targets in 2016/17

The meeting ended at 7.50 pm

Chair _____

Date Confirmed and Signed _____

Prepared by Democratic Services

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Bath & North East Somerset Council

Cabinet Single-Member Decisions and Responses to Recommendations from PDS Panels

published 5-Feb-16 to 22-Apr-16

Further details of each decision can be seen on the Council's Single-member Decision Register at
<http://democracy.bathnes.gov.uk/mgDelegatedDecisions.aspx?&dm=3>

Date	Decision Maker
Reference	Title
01-Feb-16	Cllr Martin Veal
E2818 Parks Service S106 funded capital projects	
<i>The Cabinet Member agrees to approve capital expenditure of £300k on improvement projects located at B&NES' green spaces, in discharging responsibilities associated with S106 agreements.</i>	
15-Feb-16	Cllrs Tim Warren and Liz Richardson
E2833 Foxhill Regeneration Charter - draft for consultation	
<i>The Cabinet Members agreed with the consultation and the feedback is reported back to the Cabinet.</i>	
17-Mar-16	Cllr Anthony Clarke
E2815 Zebra Crossing - Copseland / Oakley junction, Bath	
<i>The Cabinet Member agrees that the scheme should be rejected.</i>	
04-Apr-16	Cllr Liz Richardson
E2848 Pre Application Advice	
<i>The Cabinet Member agrees that Development Management Service can implement a revised pre application advice charging schedule.</i>	
12-Apr-16	Cllr Anthony Clarke
E2842 Voluntary sector funding applications for community transport 2016-17	
<i>The Cabinet Member agreed with proposals as printed.</i>	
21-Apr-16	Cllr Charles Gerrish
E2847 Agresso Planner Module and Supporting Systems Development	
<i>The Cabinet Member agrees that approval is given for commencement of this project and its status within the capital programme moved from 'provisional' status to 'approved'.</i>	

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Bath & North East Somerset Council		
MEETING	Cabinet	
MEETING	4 th May 2016	
		E 2855
TITLE:	Receipt of information requested by Council on the Park & Ride/East of Bath Transport issues	
WARD:	Bath Avon North, Lambridge and Wards in Bath	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Findings and Conclusions in relation to		
Annex A – Scrutiny Inquiry Day: Integrated Transport Solutions- East of Bath		
Annex B- Local Development Framework Steering Group: Review of the options for the location of a Park and Ride Site- East of Bath		

1 THE ISSUE

The Council on 12th November 2015 resolved in relation to the east of Bath Park and Ride proposal to:

- 1.1 Call for the Communities, Transport and Environment Policy Development & Scrutiny Panel to undertake an open and transparent public scrutiny, examining a wide range of integrated transport solutions for the east of Bath; and
- 1.2 Ask that the cross-party Local Development Framework Steering Group review all the options for the location of an east of Bath Park & Ride prior to Cabinet selecting a preferred site early next year, giving due consideration to the following:
 - responses received to the east of Bath Park& Ride consultation;
 - feasibility and deliverability of each site option;
 - costs associated with each site option;
 - transport benefits of each site option; and
 - visual impact of each site option.

2 RECOMMENDATION

It is recommended that Cabinet:

- 2.1 Note the reports outlining the findings and conclusions from the Communities, Transport and Environment Policy Development & Scrutiny Panel Inquiry Day and the sites review undertaken by the LDF Steering Group; in order to help their deliberations in determining the recommended solution to the transport issues to the east of Bath

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 The resource implications are outlined in the respective reports to be considered.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSALS

- 4.1 The Council's adopted Core Strategy identifies the need to create the conditions for a more environmentally sustainable economy with increased local employment, less overall commuting and a strong low-carbon business sector. The economy needs to be well placed to meet the needs of the 21st century and to be more diverse, productive and resilient facilitated by an increase in innovative technology related jobs, indigenous business growth and inward investment through provision of appropriate business space in the right locations.
- 4.2 This reflects the Council's Economic Development Strategy which seeks to stimulate a more productive, competitive and diversified economy across the District and promotes a higher value added economy (smart growth) where indigenous companies are retained and able to grow, other knowledge based sectors are attracted to the area and the industrial sector continues to contribute to the local economy.
- 4.3 The Council's Transport Strategy for Bath is one of reducing the use of cars for travelling to and within the city, by progressing improvements to public transport and making walking and cycling within the city the preferred option for short trips. This will be achieved through a variety of measures including the creation of one or more Park & Ride sites on the eastern side of the city to reduce commuter traffic.

5 RATIONALE

- 5.1 The Council's Getting Around Bath Strategy and the adopted Core Strategy indicate the need for and east of Bath Park and Ride as part of an integrated transport solution.

6 OTHER OPTIONS CONSIDERED

- 6.1 Do nothing in terms of the transport infrastructure in relation to the economic and housing growth associated with the District

7 CONSULTATION

7.1 The report has been considered by the Monitoring Officer and the Section 151 Officer.

8 RISK MANAGEMENT

8.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

Contact person	<i>Louise Fradd 01225 396082</i> <i>Lisa Bartlett 01225 477550</i>
Background papers	<i>See separate reports</i>
Please contact the report author if you need to access this report in an alternative format	

Bath and North East Somerset Council

**Communities Transport and Environment Policy
Development & Scrutiny Panel**

**Scrutiny Inquiry Day to examine a range of integrated
transport solutions to the East of Bath**

Review Panel Members

Cllr John Bull (Chair)

Cllr Brian Simmons

Cllr Bob Goodman

Cllr Pete Turner

Cllr Alan Hale

Cllr Neil Butters

Cllr Jonathan Carr (Substitute Cllr Lin Patterson)

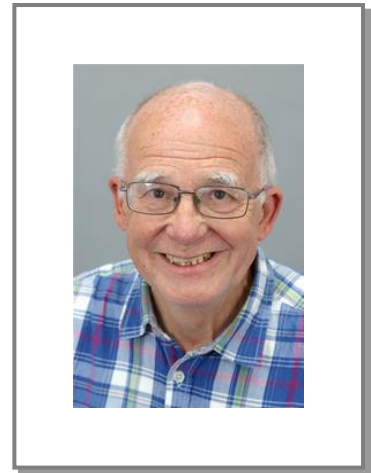
Cllr Dine Romero

Cllr Michael Norton

Cllr Les Kew

Foreword

The Communities Transport and Environment Panel undertook a scrutiny inquiry day on the 22nd of March 2016. This was an opportunity for the public alongside key partners, and professionals to consider existing information and work collaboratively in identifying alternative wider integrated transport solutions for the east of Bath area.



The day involved a variety of guest speakers which provided the panel with an opportunity to understand what work has already been achieved both within Bath and North East Somerset and around the country. A workshop session was held during the afternoon where we heard from members of the public about their ideas and thoughts on integrated transport solutions and possible models for the East of Bath. Further public speaking slots and submitted statements and questions also highlighted further key issues and concerns from the local community.

The collective findings from the scrutiny day have informed this report which sets out to provide you with the background to the day and the panels key findings and recommendations for consideration by the Cabinet.

Yours sincerely

Chair, Cllr John Bull

(Chair of the Communities, Transport & Environment PDS Panel, B&NES)

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Purpose & Objectives	5
Methodology	5
Panel Findings	9
Panel Recommendations	11
Next steps	12
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Introduction

Background to day¹

The Council at its meeting on the 12th November 2015 received a report which outlined the issues raised to date through the consultation process and the wider issues surrounding proposals for a Park and Ride facility to the east of Bath.

At this meeting it was resolved to:-

1. *'call for the Communities, Transport and Environment Policy Development & Scrutiny Panel to undertake an open and transparent public scrutiny, examining a wide range of integrated transport solutions for the East of Bath.'*
2. In addition to the above the Council also resolved that the Local Development Framework Steering Group meets to consider:
 - the public responses received during the consultation;
 - an analysis of the anticipated transport and environmental consequences linked to the proposal;
 - approximate construction costs; and
 - potential visual impact

Purpose and Objectives

The PDS Panel for Communities, Transport & Environment is the lead Panel and was nominated to undertake the scrutiny Inquiry day (SID) (*open invite to all other PDS Panels*).

Methodology

What we did

¹ Appendix 1 – Terms of Reference for SID

- A working group was set up to help facilitate the planning and development of a scrutiny inquiry day which included the Chair of the Panel, Scrutiny Officer and support from senior service officers within the Council.
- On the 22nd of March the CTE Panel held a scrutiny inquiry day which ran from 10:00 until 19:00 hrs.
- A room was also used on the same day to display key briefing material and was also an opportunity for the community share their views and speak to officers.

Who did we hear from:-

1. A range of speakers:²-

- **Sir Peter Hendy (CBE) - Transport Commissioner** – Video Link
- **Peter Dawson– Group Manager, Planning Policy & Transport development (B&NES)**, who set the policy context , included within this report was an update on air quality from Rob Spalding
- **Andrew Lea, Fiona Meldrum, Christine Boyd -Bathampton Community Alliance representatives** who talked about the Park and Ride usage in Bath & traffic emissions to the east of Bath
- **James Freeman -Managing Director (First Bus)** provided his perspective
- **John Usher -Programme Manager, Bristol & West of England (Sustrans)**
- **Chris Carter - Transport Service Strategy Manager (Nottingham Integrated Transport Approach)** who provided a best practice example
- **Nick Richardson – Technical Director (Mott MacDonald)** who provided an overview of the consultation and forecast modelling for the East of Bath
- **James White - Transport & Rail Co-ordinator, Metro West (West of England LEP)**
- **Patrick Rotheram - Transport Lead (Federation of Bath Residents Association)** providing a perspective from one section of the community
- **George Riley- Chairman of the Batheaston Parish Council**
- **Caroline Kay – Chief Executive (Bath Preservation Trust)**
- **Professor Graham Parkhurst - Director, Centre for Transport and Society (University of the West of England, Bristol)**

² Appendix 2- Webcast and copies of presentation slides available on line

2. We had approximately 154 attendees on the day, this included:-

Elected representatives and officers from:

- B&NES Councillors and officers
- Wiltshire Councillor
- Bathford Parish Council
- Whitchurch Parish Council
- Bathampton Parish Council
- Batheaston Parish Council
- Nottingham City Council
- Monkton Combe Parish Council
- Claverton Parish Council

Transport sector:

- First West of England
- Mott MacDonald
- Sustrans
- West of England LEP
- UWE, Bristol

Local community transport campaign and groups:

- Corsham Transport Group
- Bath Cycling Club
- Corsham Station Campaign
- Cycle Bath
- Bath Cycle Club
- B&NES Cycle Forum
- Railfuture Severnside

Local built environment, residents and environmental groups:

- Bath Preservation Trust
- Bathmeadows Alliance
- Transition Bath

- Transition Larkhall
- National Trust
- Campaign for clean air
- Federation of Bath Residents Associations (FoBRA)
- Circus Area Residents Association (CARA)

Local business groups:

- Bath Chamber of Commerce and the Initiative in B&NES

Local people:

- Residents
- Batheaston Primary School
- Bath Spa University
- Bath and North East Somerset Liberal Democrats

3. We undertook a facilitated workshop session

Discussed two key questions:-

Q1. What do you consider an integrated transport solution is?

Q2. Consider & prioritise your top two alternative integrated solutions for the East of Bath

4. Opportunity for the community to speak during a dedicated speaking slot

On the day 17 speakers from a wide range of the community shared their thoughts and ideas to the Panel.

Panel Findings

THE PANEL NOTES:

1. The need for an integrated transport policy rather than a 'one solution' approach.
2. The considerable volume of objections by the local community to the three sites for a potential East of Bath P&R consulted on last autumn.
3. The status of the Bathampton Meadows sites in terms of landscape and recreational value, overlooked by an area of outstanding natural beauty (AONB) and in the Green Belt.
4. That an East of Bath P&R is included in the adopted Core Strategy and Bath Transport Strategy based on a projection of what our transport needs will be in the future. There were strong feeling expressed for and against the concept of a P&R as well as proposals to locate one in the meadows.
5. The case made at the SID by the Bathampton Meadows Alliance and others against the value of P&R as a means of solving the East of Bath traffic problem, as suggested by the following:-
 - Excess capacity at existing P&R sites except on a few specific occasions
 - The comparatively low usage of the existing P&R sites by those travelling to work (25% occupancy before 10 a.m.)
 - Consequently the prediction by Mott McDonald that the effect of an Eastern P&R would only be to reduce congestion on the A4 by 5% in the morning and 10% in the evening peak periods.
 - The likelihood that the existence of an Eastern P&R would encourage local vehicle movements by residents who might have formerly used service buses.
6. There were arguments from the Transport Commissioner Sir Peter Hendy and from the Federation of Bath Residents association in support of a P&R illustrated by:
 - its need to be delivered in the near future in order to relieve traffic pressure on the London Road

- To meet the future needs of the economic developments in Bath.
- The likely demand for and use of a P&R in the future was also evidenced
- Recognition of the need to tackle existing traffic and air quality issues.

7. The Panel acknowledges the potential to increase the capacity of the Lansdown Park and Ride in view of its proximity to the A46.
8. The significant concerns from local residents regarding the potential impact on Air Quality as a consequence of any P&R on the London Road West and Batheaston High Street and the consequent need to evaluate the validity of these concerns.
9. The need for the Council to develop a strategy to remove HGVs and other through traffic from the London Road
10. The importance of improvements to alternative transport modes such as cycling and walking.
11. The potential value of a 'link road' from the A46 and A36, while recognising the damage effect such a road might have on the environment and on local traffic.
12. The current negotiations surrounding the A350 and its potential for diverting HGV traffic from Bath.

Panel Recommendations

- 1. To support moves to increase the use of the Lansdown P&R together with site or sites smaller than the original 1600 capacity discussed, to the east of Bath. This should provide sufficient spaces for current and future need recognising the concerns of the population around the Meadows proposals. The potential use of rail and river should be considered as well as the advantages of low emission buses serving the Park and Rides.**
- 2. To improve publicity and signage for the Lansdown site and the opening of discussions with South Gloucestershire Council on improvements to the access for this site so as to meet the needs of visitors approaching Bath from the A46.**
- 3. To investigate the Nottingham City integrated transport strategy and in particular its Work Place Parking Levy scheme with the aim of raising revenue that might be used for e.g. subsidising bus travel during periods of congestion, including travel by school students.**
- 4. To investigate a possible link road between the A46 and A36 while recognising the environmental impact and limitations, which might be solved by carrying the road in a tunnel.**
- 5. To encourage the incorporation into the Travel Plans of the RUH and other health facilities of measures to improve the access from the East of Bath.**
- 6. The panel request early sight of the conclusions of the LDF Steering Group review of possible P&R sites.**

Next Steps

This report will be presented at the Cabinet meeting on the 4th May 2016, they will then have 8 weeks to consider and respond to these recommendations. The individual decision and rationale will then be presented back to the Community Transport & Environment PDS Panel at its next available meeting.

Appendices

1. Full Terms of Reference

2. Presentation slides & supporting statements:

<https://democracy.bathnes.gov.uk/ieListDocuments.aspx?CId=576&MId=4832&Ver=4>

Appendix 1

Terms of Reference

Scrutiny Inquiry Day (SID) to examine a range of integrated transport options for the East of Bath.

Date: 22nd March 2016

Time: 10:00 - 16:30

Venue: (Banqueting Room)

Background

Cabinet decision making

- The Cabinet, at its meeting on 8th July, agreed to undertake a public consultation on the options to identify a preferred location for a new Park & Ride east of Bath. This report outlined the issues raised to date through the consultation process and the wider issues surrounding proposals for a Park and Ride facility to the east of Bath. *(Extract from Cabinet minutes)*

Council decision making

- The Council at its meeting on the 12th November 2015. Received a report which outlined the issues raised to date through the consultation process and the wider issues surrounding proposals for a Park and Ride facility to the east of Bath. At this meeting it was resolved to:-
 3. *'call for the Communities, Transport and Environment Policy Development & Scrutiny Panel to undertake an open and transparent public scrutiny, examining a wide range of integrated transport solutions for the East of Bath.'*
 4. In addition to the above the Council also resolved that the Local Development Framework Steering Group meets to consider:
 - the public responses received during the consultation;
 - an analysis of the anticipated transport and environmental consequences linked to the proposal;
 - approximate construction costs; and
 - potential visual impact
- The PDS Panel for Communities, Transport & Environment are the lead Panel who have been nominated to undertake a scrutiny Inquiry day *(open invite to all other PDS Panels)*.

(Extract from Council minutes)

Purpose of a public scrutiny inquiry

The purpose of this CTE Panel inquiry day is to 'scrutinise' East of Bath transport options.

This will include:

- The day will focus on understanding the historical context to the transport Policy for Bath transport East of Bath.
- It will also be an opportunity for Members of the CTE Panel and key partners to have an understanding of the transport strategy for Bath and the analysis undertaken on Bath Park & Ride's.
- Consider all key information gathered from the members briefing session which will include the findings from the Local Development Framework report and other key reports
- Listen to best practice transport options from around the country and consider the advantages and disadvantages of different transport solutions
- Collectively develop a range of integrated transport options and which can be presented to the Cabinet for consideration.

Ultimately the purpose of the scrutiny inquiry day is to examine the evidence from key information gathering, and alongside key partners, professionals, and the community collectively consider and formulate a wide range of integrated transport solutions, prior to a final report being presented to Cabinet.

The day will not only be reviewing whether we should be having a Park & Ride to the east of Bath. The focus will also be on wider integrated transport solutions for this area.

Plan for the day

Scrutiny Inquiry day (purpose as above) all day event

Draft plan: The day will be in two parts:

Part one

- The first part will be context setting (i.e. key report findings, best practice examples – integrated Transport Solutions, LDF findings etc.)

Part two

- There are a range of options as to how we run part two; this will largely depend on attendance numbers. This may include representation from community groups, work shop sessions, questions to a panel or flip chart exercises.

Standard practice in terms of public questions:

1. Members of the public, may have the opportunity to submit any statements in advance of the meeting (with written submissions at least 5 days before the event to try to avoid duplication and to ensure that everyone has the opportunity to engage in the event). It is envisaged these statements will be supplied as part of the briefing pack / papers on the SID day.

Considerations

We will need to manage the level of interest and time, consideration may be given to requesting a maximum of 2 representatives from each of the key community campaign groups, who will be able to sit on each table during the facilitated workshop session.

The number of attendees may also be capped

Output

A report to CTE / Cabinet

Attendees (Draft list)

Council:

Policy Development and Scrutiny Panels: Invitations sent to all members of the CTE, PH&ED, Full Cabinet Members: An invitation will be sent to all Cabinet members.

Town & Parish Cllrs

Open invite to the Chief Executive (Jo Farrar) and all Strategic and Divisional Directors.

Comms & Marketing

Community:

Key campaign groups,

Speakers that attended the full council meeting on the 12th November

Potential invitees:

Invitation to a number of key professionals in the transport field to contribute to discussions:

- Sir Peter Hendy: Chair of the Bath Transport Commission
- Chief Executive of Sustrans
- First Bus Operations Manager
- Community Transport Representative
- Nick Richards: Mott MacDonalds (consultant who has been undertaking the Transport Strategy for Bath and the analysis to date on the Park and Ride options
- Heads of Transport from Wiltshire, York and Oxford (provide best practice examples)

Enquiries

For further information, contact:

Chair Cllr:

John Bull

Lead Strategic Officer:

Louise Fradd

Lead Policy Development & Scrutiny Officer

Donna Vercoe

Bath & North East Somerset Council		
MEETING	Cabinet	
MEETING	4 th May 2016	
		E 2855
TITLE:	Park & Ride East of Bath - report & conclusions from the Local Development Framework (LDF) Steering Group	
WARD:	Bath Avon North, Lambridge and Wards in Bath	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Appendix 1: Copies of presentations made to LDF Steering Group		
Appendix 2: Plans identifying key designations Green Belt, AONB, Flood Zone and World Heritage Site Setting		
Appendix 3: Meadows Community Alliance Report		
Appendix 4: Table and Plan of Site Analysis		

1 THE ISSUE

- 1.1 Following the resolution at the November Council meeting the Local Development Framework (LDF) Steering Group was asked to review all the options for the location of an east of Bath Park and Ride prior to Cabinet selecting a preferred site.

2 RECOMMENDATION

- 2.1 Cabinet notes the conclusions arising from the review undertaken by the LDF Steering Group.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 The costs of the LDF Steering Group works undertaken to date have been managed within existing approved capital programme budgets.
- 3.2 The full cost of delivering a P&R site, including the revenue implications, will depend on the preferred location. Full costing and business case will be required once a decision is given around site preference.

4 BACKGROUND

- 4.1 The Council meeting on 12th November 2015 agreed that the LDF Steering Group should review the options for a Park & Ride east of Bath and consider the:
- *the responses received to the east of Bath Park and Ride consultation;*
 - *feasibility and deliverability of each site option;*

- *costs associated with each site option;*
- *transport benefits of each site option; and*
- *visual impact of each site option.*

4.2 The Steering Group met 4 times and visited multiple sites. Local ward members were invited to the meetings and their input was welcomed. The meetings looked at 21 site options for a potential Park & Ride. The meetings considered:

- (1) the evidence supporting the integrated transport approach including the need for a P&R east of Bath;
- (2) a review of possible sites for the P&R;
- (3) a number of additional sites suggested by both Members and the Community and how they might work in combination ; and
- (4) a shortlist of sites and reviewed them in line with the Council resolution.

The presentations associated with each of these meetings can be found in appendix 1.

The Review:

4.3 The review process highlighted the complexities associated with identifying a Park and Ride site to the east of Bath. The area to the east of Bath encompasses a number of key designations that impact on a number of the sites identified; these designations include Green Belt, Area of Outstanding Natural Beauty, the setting of the World Heritage site and areas liable to flood. These areas are identified on Plans 1 to 4 in appendix 2 to this report. Consequently there are technical highway, planning and construction issues to consider, with associated costs for each site option.

4.4 Air quality also became an area of concern and was therefore considered as part of the review process.

4.5 The views and suggestions from the local community were also considered as part of the site options appraisal. The Meadows Community Alliance sent a report to the Steering Group for consideration this is attached as appendix 3.

Generic Improvements

4.6 The review highlighted the need for a number of generic improvements which are required in addition to a proposed Park & Ride site, these are outlined below:

- better signage to the existing Park and Ride sites, it is proposed that this should be undertaken as part of any agreed solution and should be implemented as soon as possible;
- greater linkages considered as part of a more integrated transport solution to the river/canal, rail, walking and cycling corridors ; and
- implement an appropriate bus lane, which would allow a dedicated link from the A46 Batheaston Bypass into the existing eastbound bus lane on the London Road.

Potential Sites for a Park and Ride

- 4.7 The review has looked at 21 sites (which includes a desk top analysis of a number of new sites that were suggested) to ensure that all possibilities and suggestions have been investigated. The table and plan in appendix 4 highlights the sites that have been investigated and the conclusions associated with the analysis.
- 4.8 In addition the Steering Group asked that greater detailed consideration be given to three specific sites to determine their suitability against the criteria mentioned in paragraph 4 and in comparison to sites B and F. They are sites A+, 10 and H+ the conclusions are outlined below:
- 4.9 **Site A+:** is situated to the east of the A46 roundabout and south of the London Road. This is an area of land left after the construction of the Batheaston Bypass which runs down to the river and is crossed by a cycle/footpath. It was suggested that this might provide a site for a small P&R facility. The site could accommodate only 300 spaces without being decked. While the site was clearly located to attract many users it would need to be developed as a multi-storey car park. This would have a significant impact on the World Heritage Site of Bath. Due to level differences and the proximity to the River Avon, the access from A+ to A, to the east of the roundabout, is challenging even if the existing cycle path below the bypass is considered. This adds considerably to the costs of over £23m. There was also a concern that cars might queue back onto the A46 roundabout waiting to get into the site adding to congestion in the area and to air pollution levels, including along the London Road West.
- 4.10 **Site 10:** is situated within the Cotswold AONB, on the border with Wiltshire, and is just north of the A4 Box Road. It is currently undeveloped farm land with significant mature trees on it and is within a parkland setting. The site could accommodate significant numbers of parking spaces but its prominent position, within the AONB, would make this very difficult to mitigate. This site is also further from Bath than other developed sites on the A4 Box Road. As the site has not been developed it would be very difficult to make a case to grant planning permission having regard to advice in the National Planning Policy Framework consequently Planning Permission on this site is not likely to be achievable.
- 4.11 **Site H+:** This site would need to be accessed via a new tunnel under the A4 Batheaston Roundabout and the GWR mainline. The site is within in the Cotswold AONB and a P&R facility would also have to be constructed around the Grade 2 listed farmhouse in this location. The proposal would have a significant impact on important local views which would be difficult to mitigate. The cost of the proposal was estimated to be over £51m due to the structures required to access the site. This was considered to be prohibitively expensive and for these reasons this was not taken forward.
- 4.12 The overall conclusion from the site analysis is outlined below.
1. Only two sites can effectively cater for a large park and ride facility (1500 spaces) when taking into account the constraints highlighted above. They are sites B and F. It is assumed with both of these options that large scale mitigation would take place on the majority of site F. However, it is recognised that both these sites cause concern due to the visual impact.

2. Smaller sites have been identified on the A4 that could be developed as part of an incremental approach to development. They could effectively cater for a smaller scale provision, but would have to be combined with a future extension to the Lansdown Park and Ride (approximately 100 spaces).

4.13 The Steering Group recognise that the site analysis has identified private land holdings as potential options going forward. It is therefore important to note that negotiations with the land owners would be required.

5 RATIONALE

- 5.1 The Council's Getting Around Bath Strategy and the adopted Core Strategy indicate the need for an east of Bath Park and Ride as part of an integrated transport solution.

6 OTHER OPTIONS CONSIDERED

- 6.1 The LDF Steering Group has considered all reasonable potential sites

7 CONSULTATION

- 7.1 The report has been considered by the Monitoring Officer and the Section 151 Officer.

8 RISK MANAGEMENT

- 8.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

Contact person	<i>Louise Fradd 01225-395385</i> <i>Lisa Bartlett 01225 477550</i>	
Background papers – available here http://www.bathnes.gov.uk/services/parking-and-travel/transport-plans-and-policies/east-bath-park-ride-proposals	Green Belt impact summary matrix v3 EW	B&NES
	East of Bath P&R - Response to Alliance Report Final	Mott MacDonald
	Draft Air Quality Assessment of East of Bath	B&NES
	Consultation briefing report	B&NES
	Bathampton Station layouts site B	Mott MacDonald
	Bathampton Report -Final.pdf (1589752763)	Mott MacDonald
	Bath Park and Ride_Preliminary Environmental Appraisal	Mott MacDonald
	Bath Forecasting Technical Note RevA	Mott MacDonald
	Bath Forecasting Report Charmy Down Box Bridge	Mott MacDonald
	Bath Forecasting Report A4 Eastern	Mott MacDonald
	Bath East Access PT LMVR	Mott MacDonald
	Bath East Access Highway LMVR	Mott MacDonald
	Bath East Access - Visual Baseline Appraisal with A4 Appendices	Mott MacDonald
	Access into Site B from A4	Mott MacDonald
Please contact the report author if you need to access this report in an alternative format		

East of Bath Park & Ride

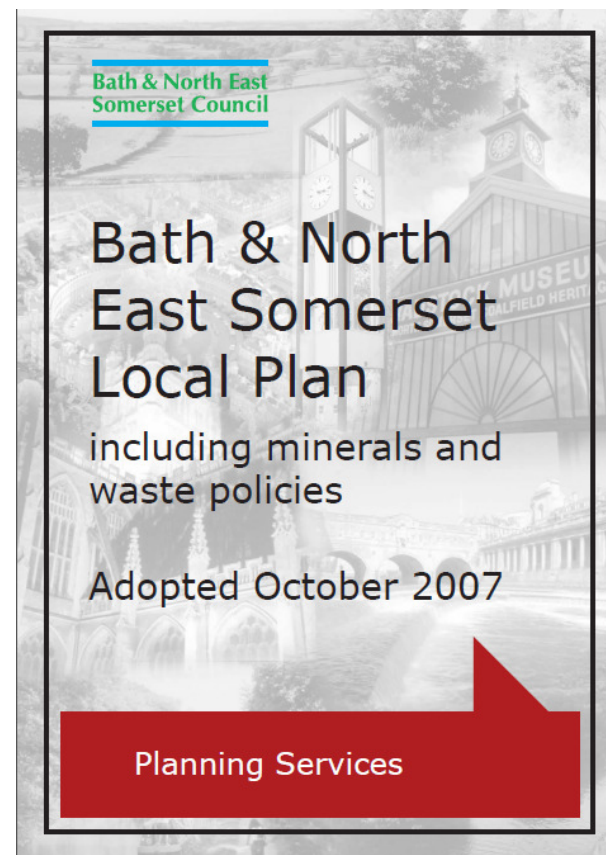


**LDF Steering Group
18th January 2016**

History of P&R East of Bath

- ① The first Park and Ride site was opened at Newbridge in 1986
- ② A Park and Ride to the east of Bath has been a long established policy. The Local Plan (2007) states:

“The Council is keen to expand its provision of Park and Ride facilities with its Lambridge proposal on the north-eastern edge of the city. This will provide nearly 800 more spaces and intercept traffic from the A4 and A46.”



History of P&R East of Bath

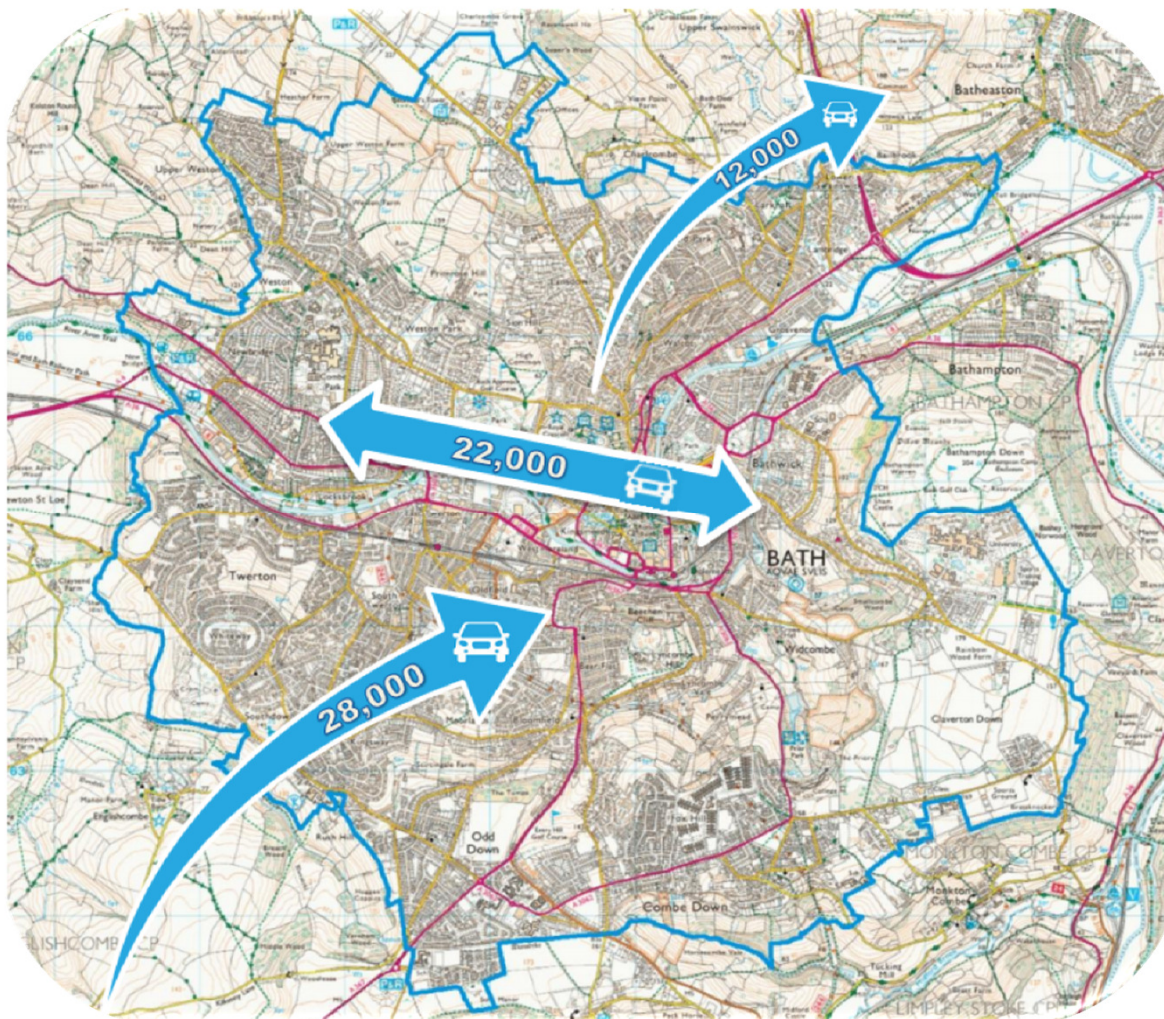
- 🚌 Location related to London Road traffic congestion and pollution problems
- 🚌 Lambridge Planning application 2005
- 🚌 Full Council agree Bath Transport Package including P&R east of Bath 2006
- 🚌 Bathampton Permission granted 2009 (site F)
- 🚌 Getting Around Bath Transport Strategy adopted in 2014 continued the policy for a P&R east of Bath

Park & Ride

1. Why is there a transport problem?
2. Why Park & Ride?
3. What are the consequences?
4. What's the solution?



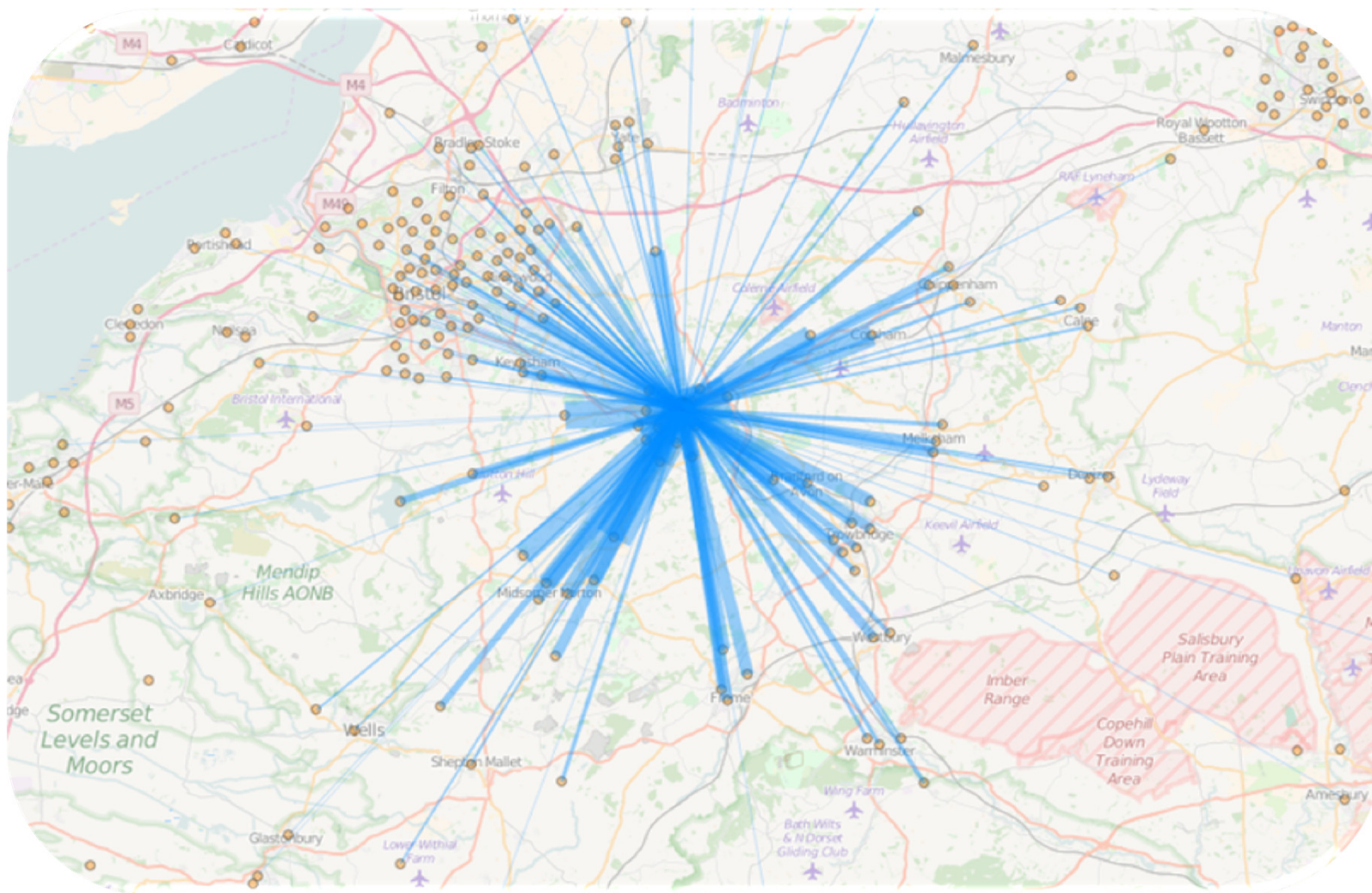
1. Why is there a transport problem?



- 🚗 62,000 people travel to work in Bath or work elsewhere
- 🚗 Over the whole day, 12% of traffic entering the city centre on the strategic network is through traffic. The rest, 88%, will stop in Bath.

Source:
2011 Census
BTS Supporting Document

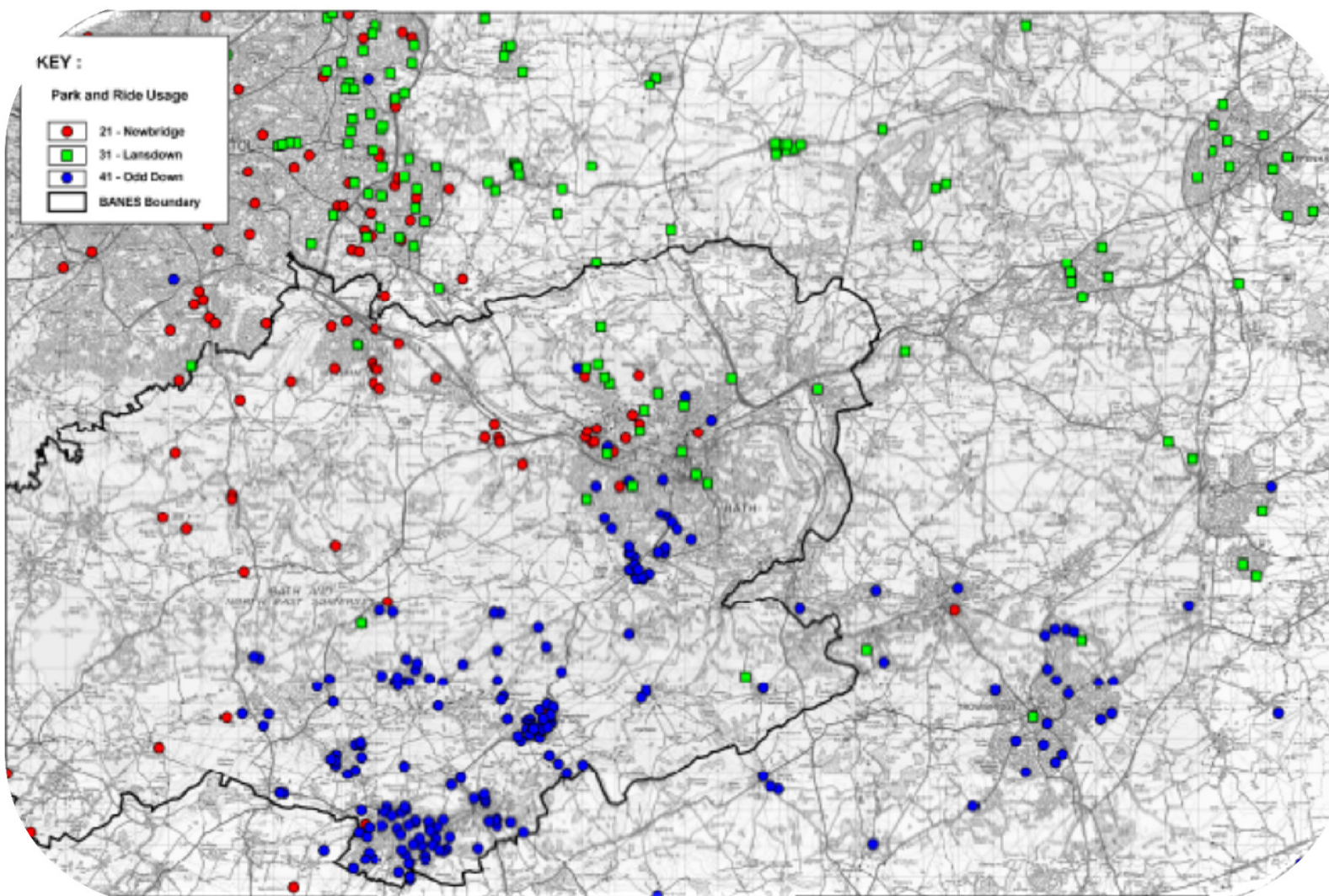
Where do the 22,000 people who drive to work in Bath come from?



Source:
2011 Census

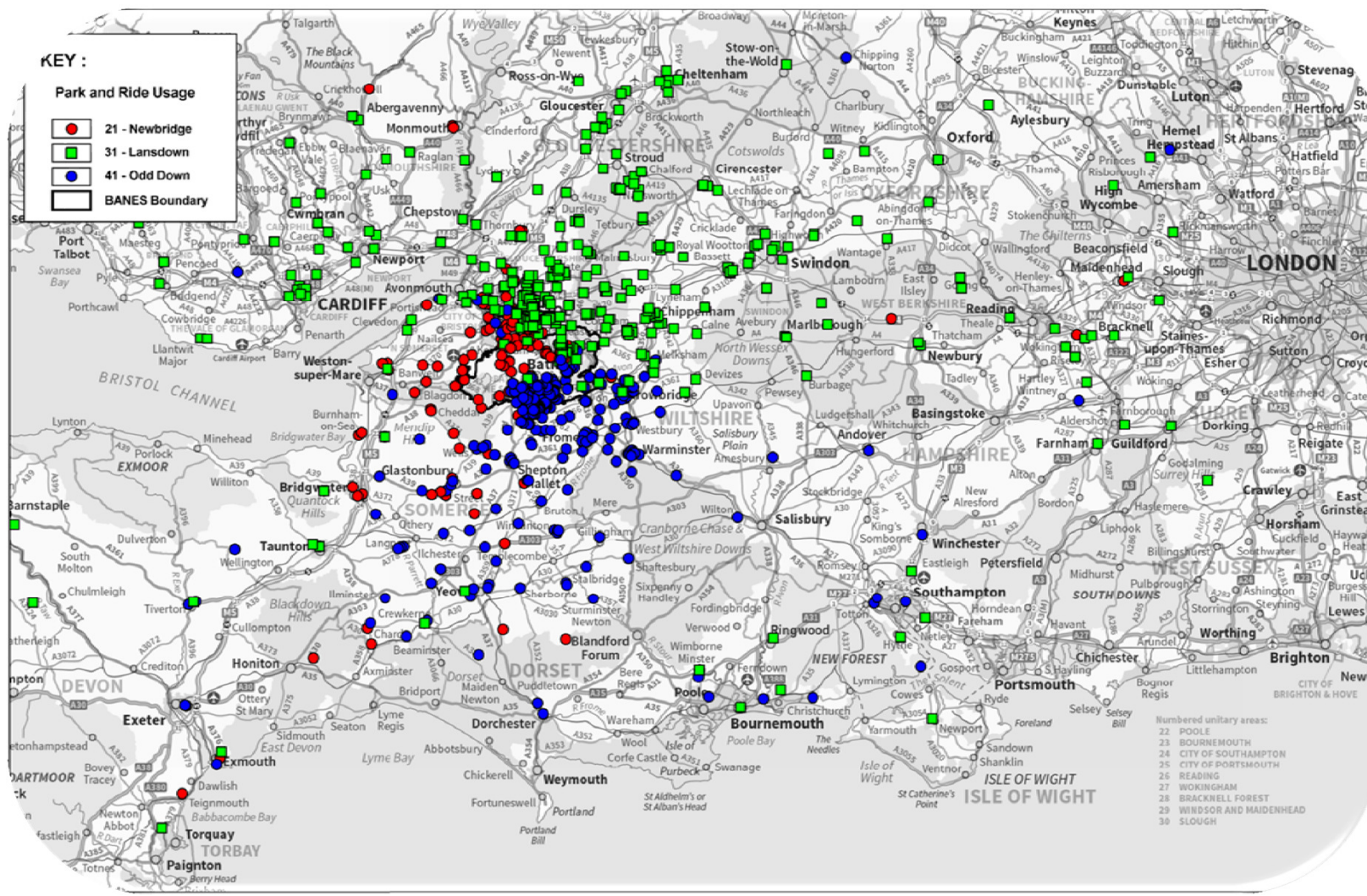
Bath and North East Somerset – *The place to live, work and visit*

Where do people come from who use our Park & Ride?



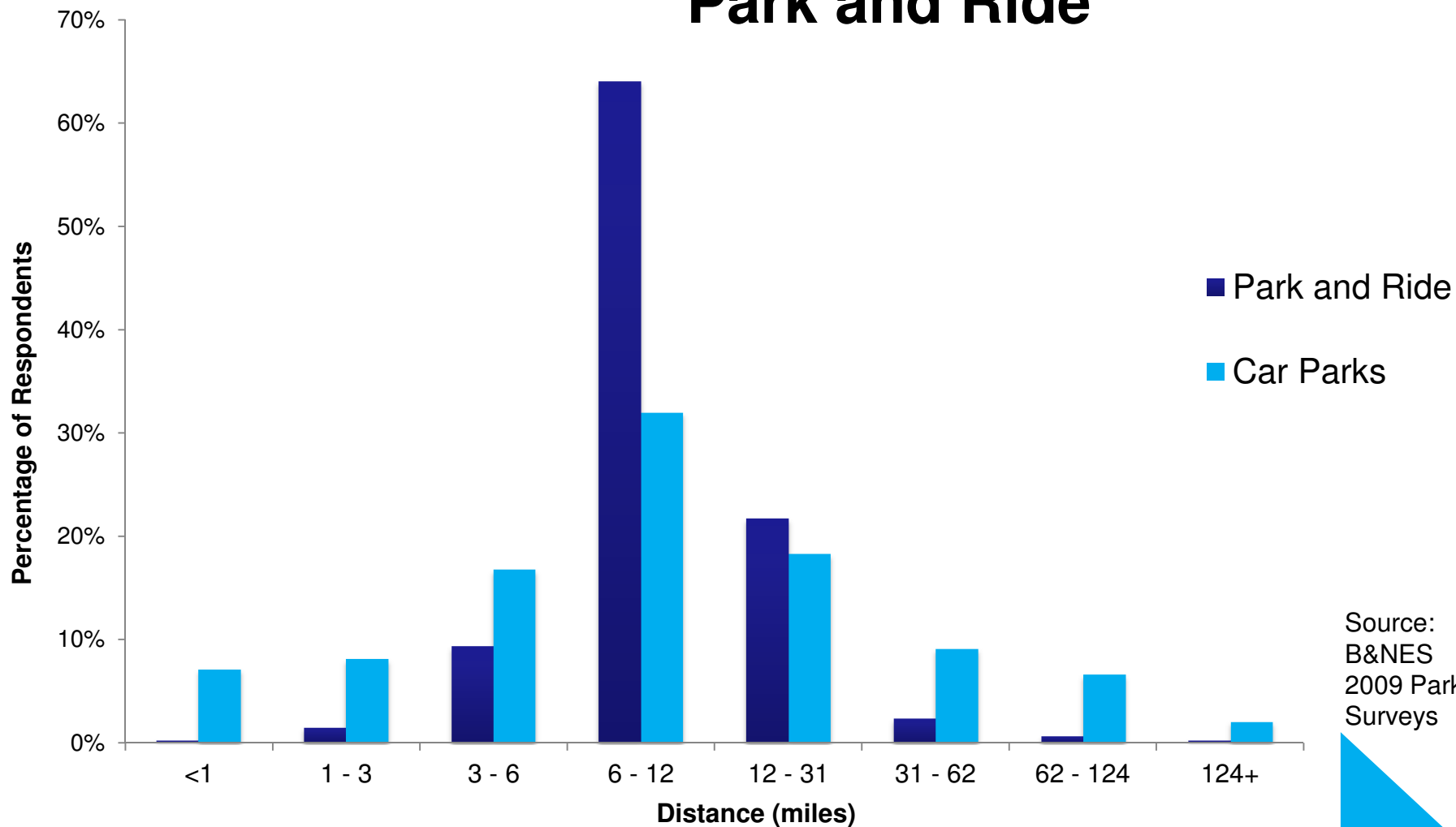
Source:
B&NES
2015 P & R
Surveys

Where do people come from who use our Park & Ride?

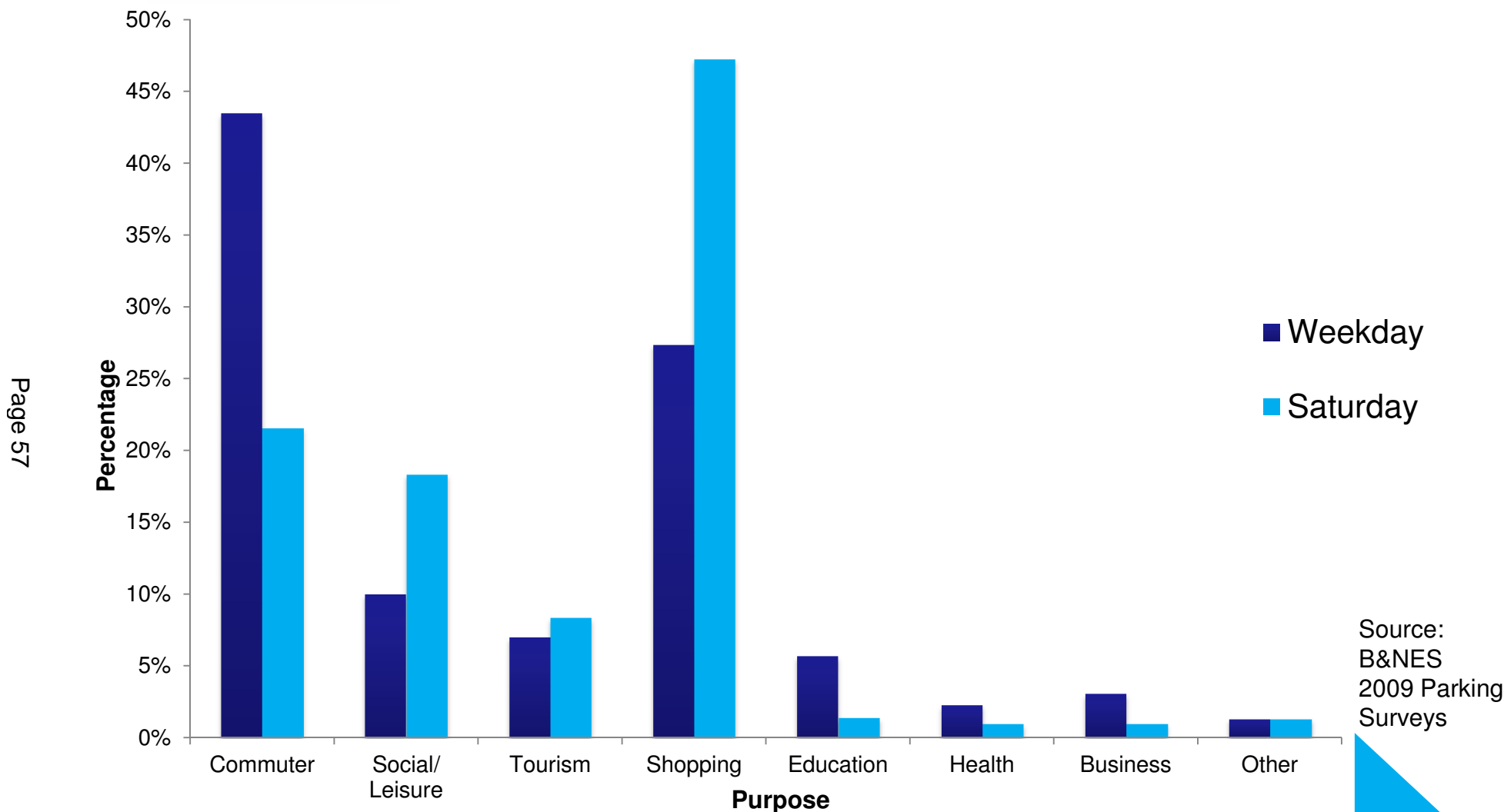


Bath and North East Somerset – *The place to live, work and visit*

Distance Travelled by Commuters to Park and Ride



Journey Purpose – Park and Ride



Can public transport meet this challenge?

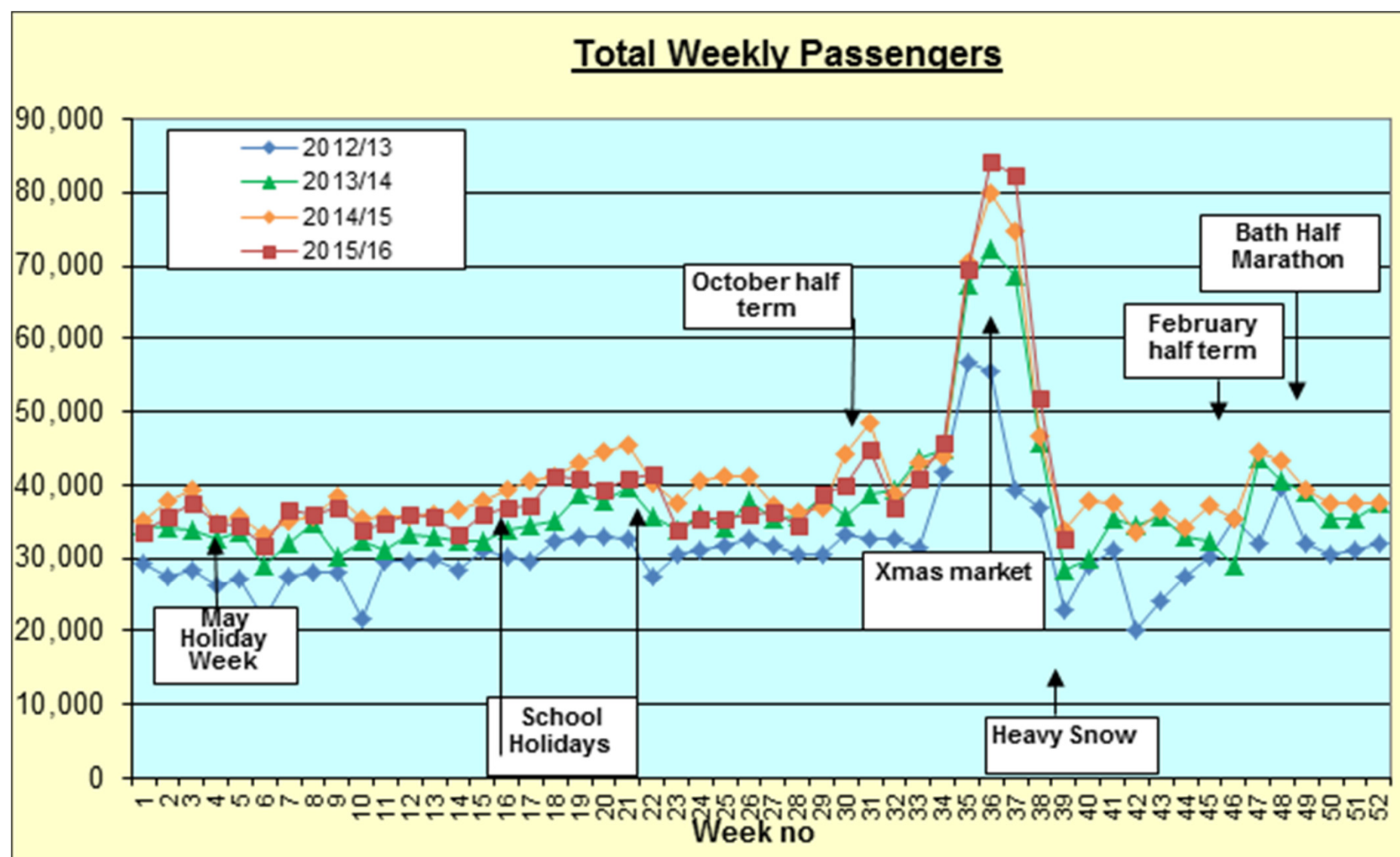
- 🚌 How many of the 20,000 motorists can be persuaded to use public transport?
- 🚌 Are bus services available for these journeys?
- 🚆 Are train services available for these journeys?
- 🚌 Journeys into Bath will grow in the future

2. Why Park & Ride?

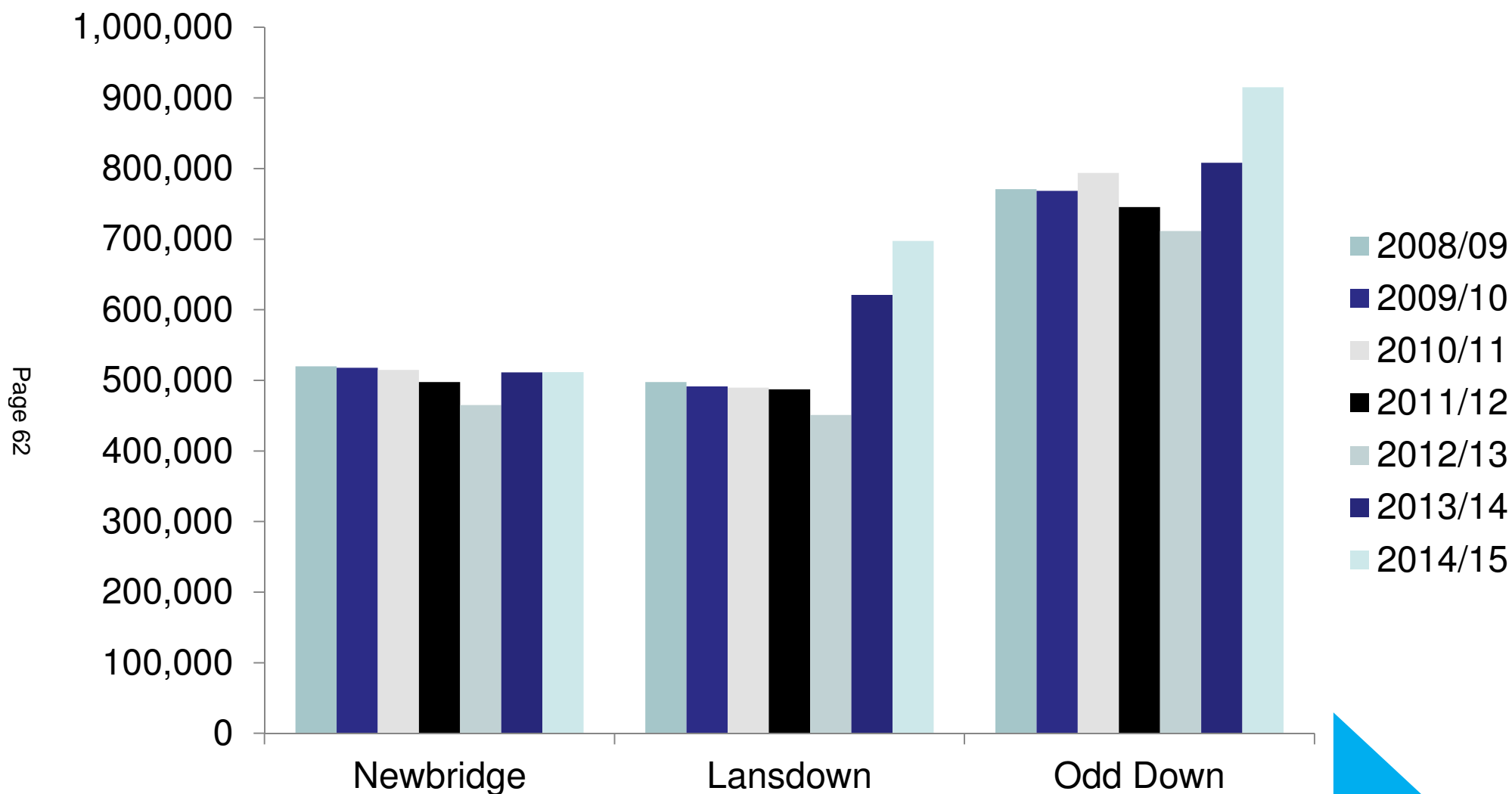
Park & Rides work

- 🚌 Over a 12 month period
 - 🚌 Newbridge Park and Ride has been full 72 Times
 - 🚌 Odd Down Park and Ride has been full 8 Times
 - 🚌 Lansdown Park and Ride has been full 23 times
 - 🚌 In total there are 2,777 park and ride spaces





Park & Ride use



City Centre Parking

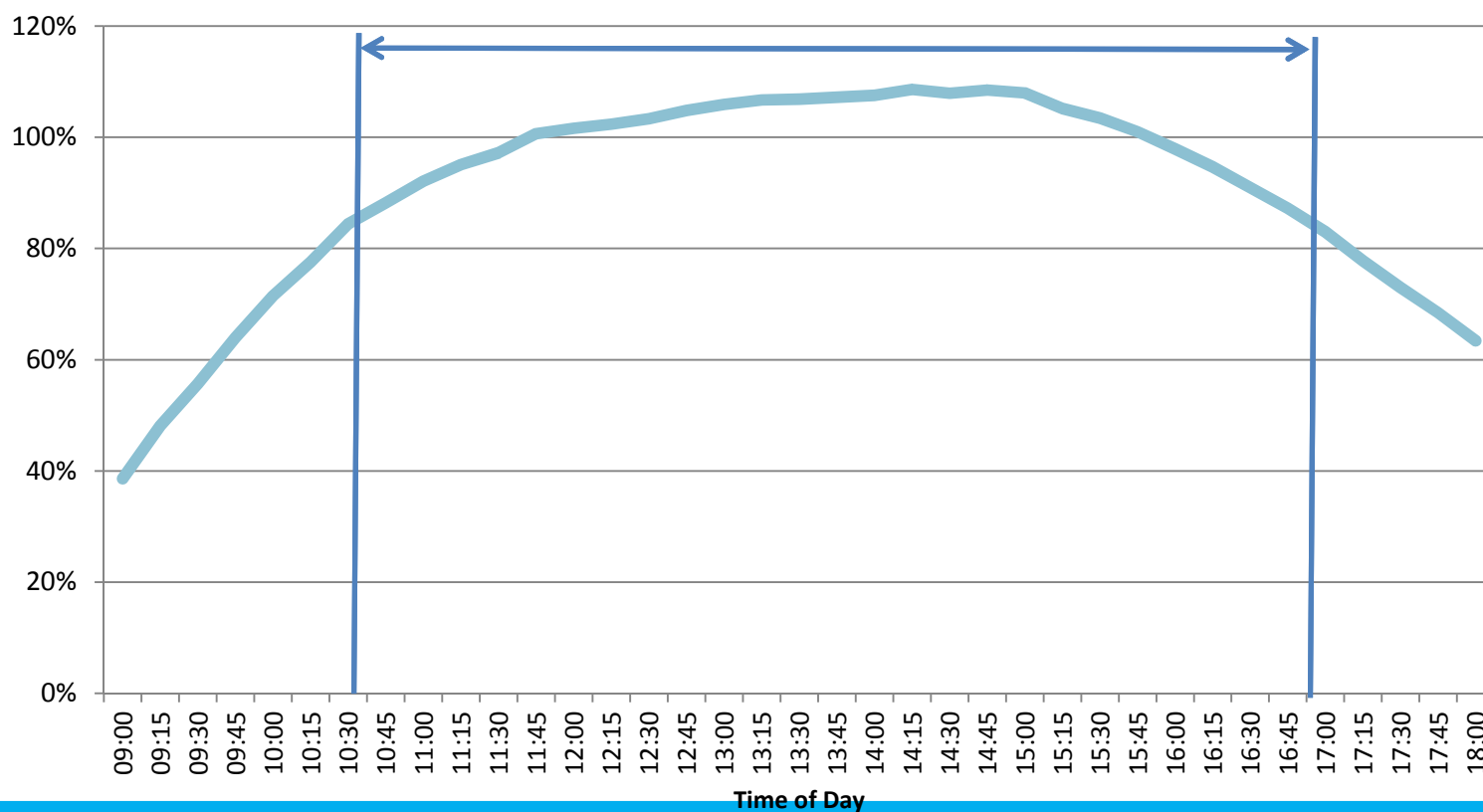
- 🚌 The total incoming traffic is estimated to be around 40,000 daily, mostly to shop or work
- 🚌 Peak times challenges are:
 - 🚌 University Open Days
 - 🚌 Christmas
 - 🚌 Events such as Festivals and Rugby

(source Bath Transport Strategy Supporting Document p47 – Inner Cordon 2013).

2015 Christmas Case Study

Saturday 5th December 2015

By 10:30 car parks in Bath and the Park and Ride sites were 85% full (their practical capacity). The car parks were 85% full or over until 17:00



Source:
B&NES VMS
Parking Data

Includes:
Avon Street
Charlotte Street
Southgate
Kingsmead
Sports Centre
Newbridge P&R
Lansdown P&R
Odd Down P&R

Future Demand for Parking

Future housing and job growth, planned in the Core Strategy, will need an estimated 5,700 parking spaces. This assumes a significant modal shift

With city centre redevelopment, and car parks running at 90% usage, there is a net shortfall of approximately 1,600 spaces

This growth in demand for parking will result in greater use of Park & Ride



Routes

Where are people driving from and to via which routes?

- 🚌 A4 London Road : Approx. **23,000 vehicles** in both directions per day
- 🚌 A4 Lower Bristol Road: 11,500
- 🚌 A36 Warminster Road: 8,000
- 🚌 Upper Bristol Road: 15,500
- 🚌 Wellsway A367: 17,500
- 🚌 Brassknocker Hill: 10,000
- 🚌 B3110 Midford Road: 10,000
- 🚌 Kelston Road: 6,500



Enterprise Area modelling - Park and Ride

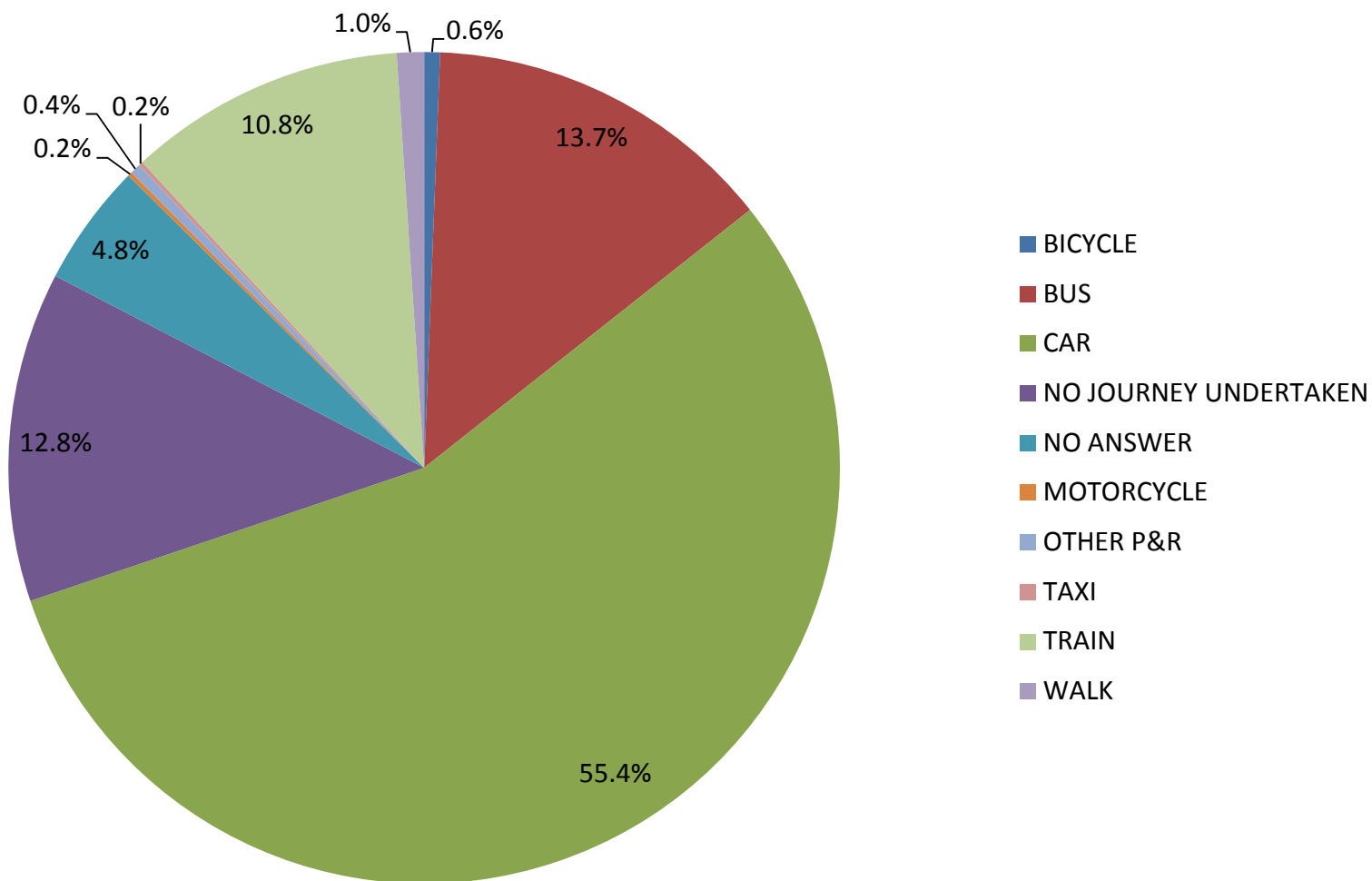
🚌 The modelling report concludes:

*“The existing network within Bath is congested now in the weekday peak periods, and whilst some ‘committed’ or ‘currently under construction’ highway schemes are included in the EA tests none of these will radically alter the network capacity. As the EA is expected to take up a large proportion of the expected rail patronage change projected, **it is clear that enhanced park and ride around the city will be an absolutely essential requirement which the Transport Strategy will need to deliver.**”*

3. What are the consequences?

2015 Park and Ride Survey

If no park and ride were available, how else would you have made your journey today?



Survey of nearly 2,200 P&R users

Consequences of no Park and Ride to the East



- 🚌 Loss of trade to other urban centres
- 🚌 More difficult to deliver Enterprise Area
- 🚌 Pollution
- 🚌 Congestion
- 🚌 Impact on World Heritage Site
- 🚌 Reputational damage
- 🚌 Unpredictable journey times

4. What's the solution?

Policy GABP8: Getting Around Bath Transport Strategy

- 🚌 Establish the need for increased Park and Ride capacity as part of a wider parking strategy and to undertake a detailed assessment of sites to the East of the City, with an initial bus based facility if needed while a railway site is developed.

Placemaking Plan Policy ST6: Park & Ride

- 🚌 Covers environmental assets, impact on road network, mobility needs and Green Belt issues

Getting Around Bath Transport Strategy

- 🚌 A package of integrated measures
- 🚶 Focus on making Bath the most walkable city in the UK
- 🚲 Improved cycling facilities
- 🚗 More Park & Ride spaces
- 🚗 More and improved car free routes
- 🚆 Improved local and regional rail services
- 🚌 Better public transport

Learning from Best Practise

- 🚌 The East of Bath Park and Ride is part of an integrated package of measures within Getting Around Bath
- 🚌 Other locations have successfully introduced long term transport strategies which can be replicated in Bath.



B&NES Achievements

Awarded best performing authority in the country by the National Highways and Transport Network for Good Park and Ride schemes in 2013 and 2015!



Case Studies

Nottingham

- 🚌 Nottingham City Council and Nottinghamshire County Council working together.



Nottingham
City Council



- 🚌 Comprehensive programme of improvements, to support the economy and improve the environment
- 🚌 4,000 P&R spaces on 9 sites

An Integrated Strategy

- 🚌 Linking land use and transport planning to deliver sustainable housing and employment growth
- 🚌 Reducing carbon emissions
- 🚌 Supporting healthier lifestyles
- 🚌 Addressing inequality and improving access to opportunities
- 🚌 Working with stakeholders and the public

Nottingham Achievements

- 🚌 P&R capacity increased to 4,000 spaces on 9 sites located around the city
- 🚂 Rail station developed as a transport hub
- 🚌 Recently extended world class NET tram network
- 🚌 Smart ticketing that allows users unlimited use of bus and tram services for £5 per day
- 🚌 Buses operated by two award-winning operators
- 🚌 Workplace Parking Levy (the UK's only such scheme, used to help fund improvements such as NET)
- 🚲 Improvements for cycling
- 🚶 Improvements for walking
- 🚌 Better traffic management and road safety initiatives
- 🚌 Travel planning and smarter travel
- 🚌 Consistent and comprehensive marketing

Winchester

Challenges

- 🚌 Relatively compact city with 45,000 population
- 🚌 Constrained historic core
- 🚌 High in-commuting
- 🚌 Traffic problems at peak times or if M3 diversions in place
- 🚌 Mixed use city centre redevelopment planned but yet to be delivered successfully



Winchester Park and Ride

- ① First P&R sites well used.
Extensive landscaping means that the car parks are not intrusive
- ② Second P&R site shares the cross-city dedicated bus service with the other P&R sites
- ③ Additional P&R site with 200 spaces to open in early 2016
- ④ Central area parking prices raised and quantity reduced with some reallocation from long stay to short stay



Winchester Achievements

- 🚌 P&R capacity increased will have 1,850 spaces on 4 sites
- 🚌 More cycling facilities provided
- 🚌 Winchester Walking Strategy developed
- 🚌 Bus services improved with more frequent services, new vehicles and now commercial evening services

Summary

In this meeting we have discussed:

1. Why is there a transport problem?
2. Why Park & Ride?
3. What are the consequences?
4. What's the solution?

Next meeting (22nd February) we plan to discuss:

1. High level review of the sites including LDF comments/requests from meeting 1.
2. Forecast demand
3. Benefits and disadvantages of potential sites to include:-
deliverability/cost/environmental and transport issues
4. Officer summary and possible next steps.

East of Bath Park & Ride



LDF Steering Group
9th February 2016

Introduction

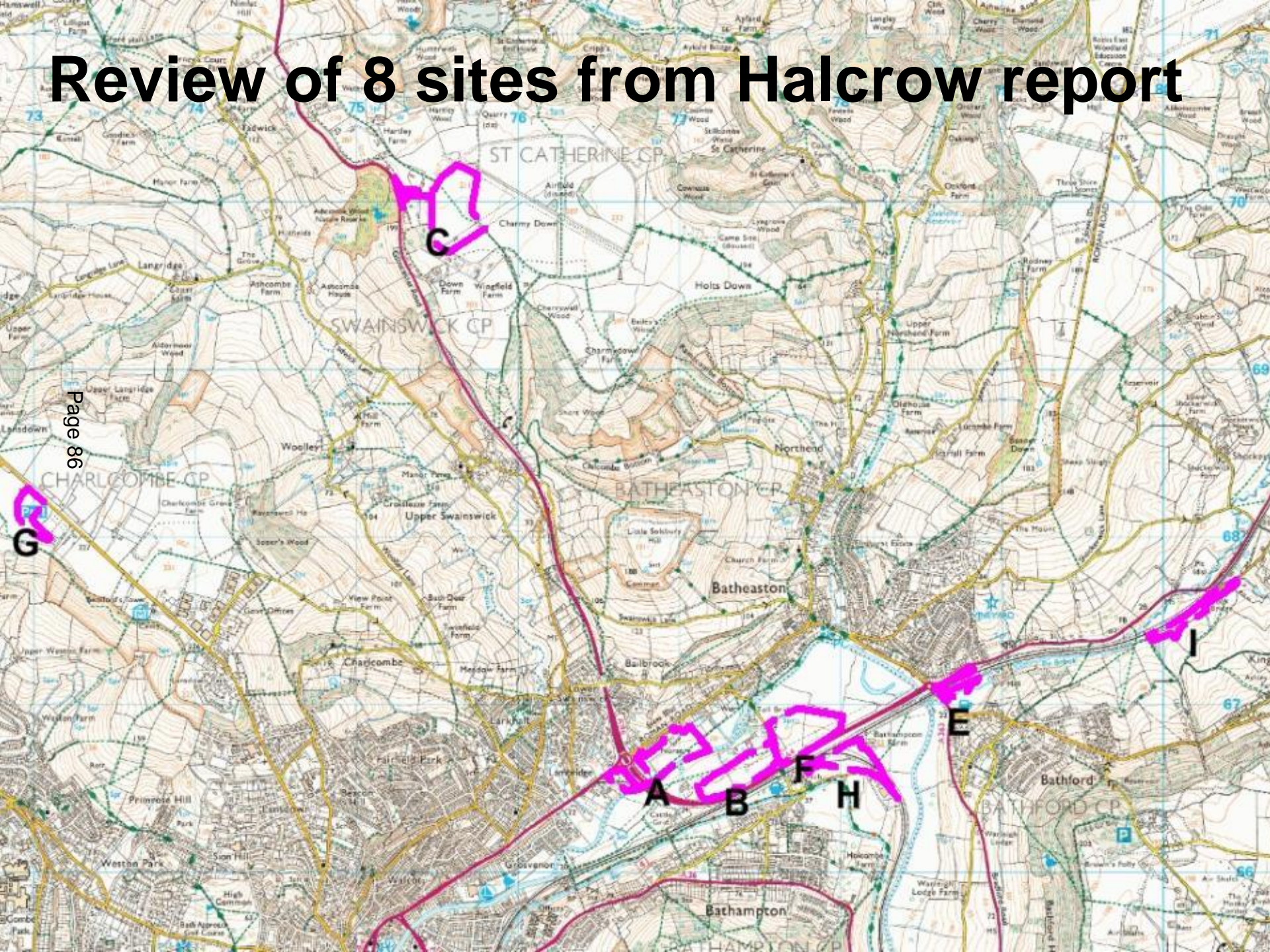
In this meeting we plan to discuss:

1. The high level review of the sites
2. Benefits and disadvantages of potential sites to include deliverability/cost/environmental and transport issues
3. Officer summary and possible next steps

Headline comments from consultation on 3 possible P&R East of Bath

- 🚌 P&R not required
- 🚌 Support for P&R
- 🚌 Potential to have Rail link
- 🚌 visual impact
- 🚌 Impact on AONB/Green Belt
- 🚌 Impact on WHS and setting (both negative and positive)
- 🚌 impact on river/flooding/ecology

Review of 8 sites from Halcrow report



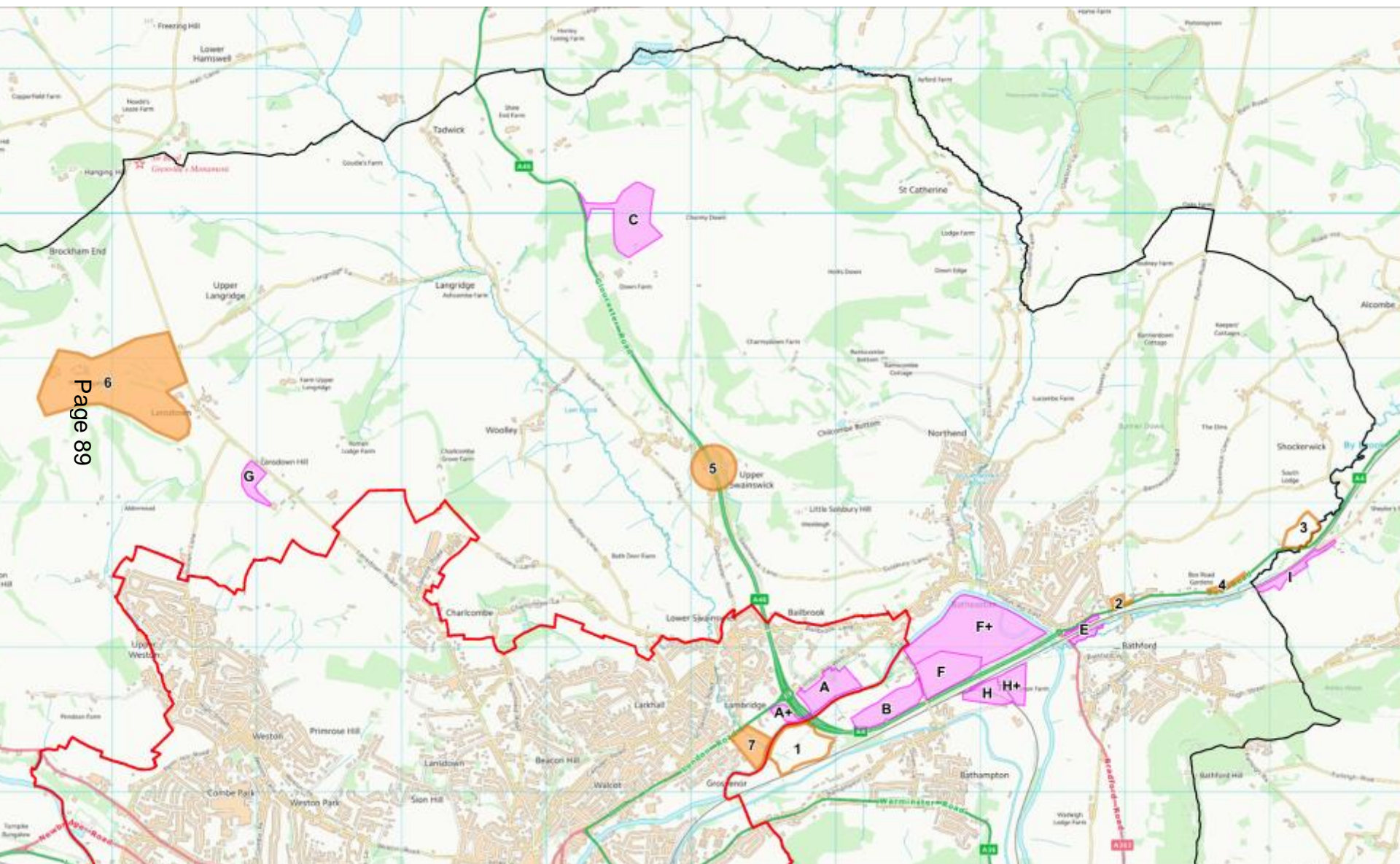
Work carried out since Full Council

- 8 previous sites and 5 new sites proposed for consideration
- Transport performance
- Landscape assessment
- Ecological assessment
- Archaeological assessment
- Heritage impact assessment
- Green Belt assessment
- Deliverability
- Cost – next stage with shortlist

Local Community Benefit

- 🚌 Contributes to Strategic Green Infrastructure networks (e.g. River Corridor linear park)
- 🚌 Provides opportunities for walking and cycling (into Bath and into wider countryside, links to circular walk)
- 🚌 Tourism/Leisure opportunities
- 🚌 Opportunity to improve local transport
- 🚌 Deliver a biodiversity positive site

Possible east of Bath P&R sites



List of 15 sites to be considered

Site A Land east of A4/A46

Site A+ Land west of A4/A46

Site B & B+ Land west of Mill lane

Site C Charmy Down

Site E Bathford

Site F & F+ Land east of Mill lane

Site G Lansdown P&R

Site H Bathampton Junction

Site H + Bathampton Junction

Site I Box Bridge

Site 2 Land at Broadlands farm

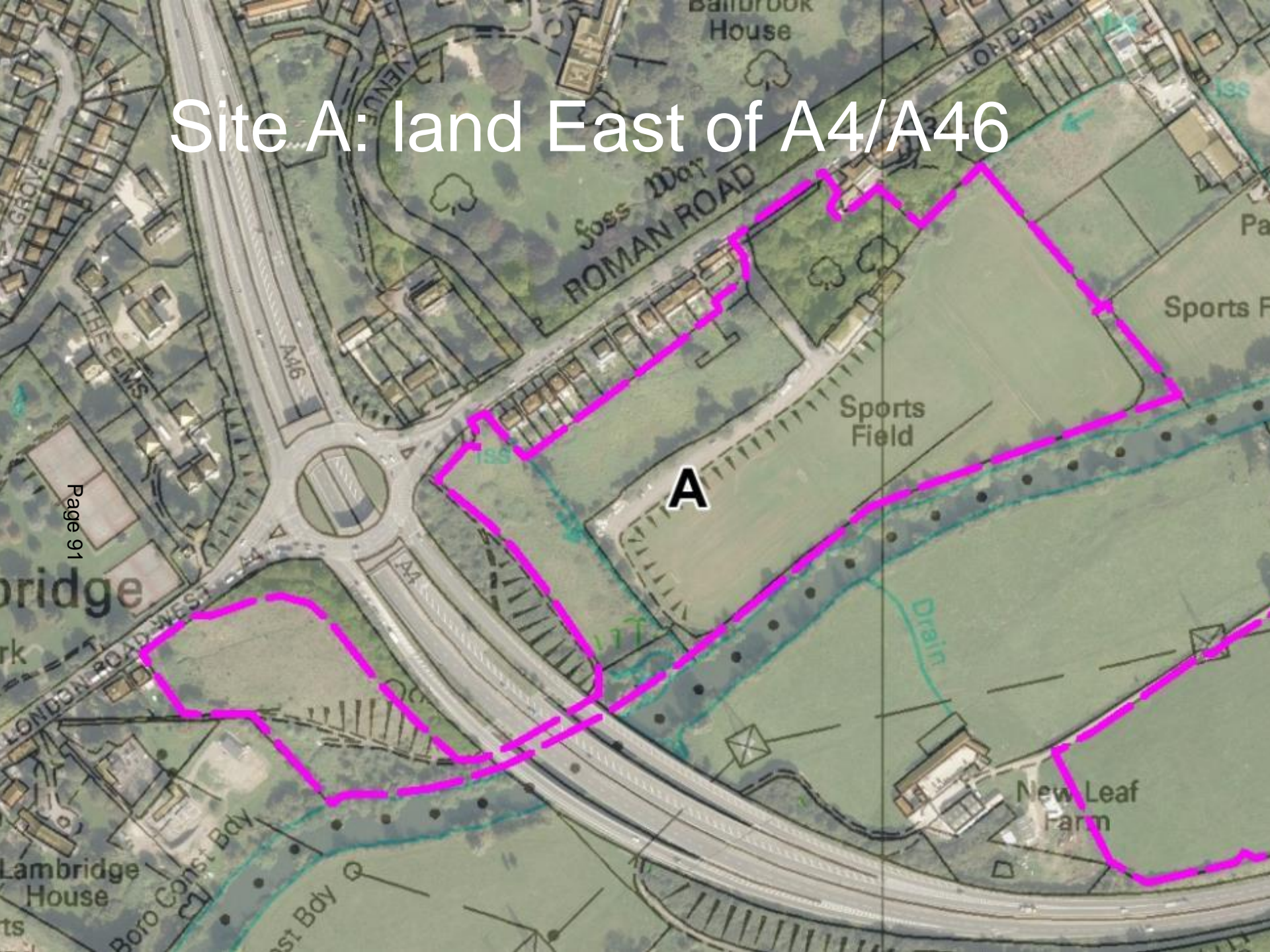
Site 4 Land north of Box Road

Site 5 Land off A46 between Swainswick & Bailbrook

Site 6 Bath Race course

Site 7 Land at Lambridge Sports Ground

Site A: land East of A4/A46



Site A Transport

- 🚌 Close to the city
- 🚌 Site has sufficient capacity about 1,100 spaces
- 🚌 Poor access onto London Road West
- 🚌 Financially deliverable
- 🚌 Potential delays at the A46/A4 roundabout
- 🚌 Congestion impacts due to location of site and its associated access
- 🚌 Site not owned by the Council

Site A Landscape, Ecology, Heritage & Archaeological implications



Landscape

-  Risk of a high negative impact on WHS & WHS setting and AONB setting. Not in AONB



Flooding

-  Site prone to flooding

Ecology

-  River Avon SNCI, minor negative impact
-  Limited opportunity for on-site mitigation

Heritage & Archaeological implications

-  Presence of Roman archaeology
-  Risk of a high negative impact on settings of WHS, CA and Listed Buildings

Site A Green Belt

- 🚌 Purpose 1 - moderate/high impact as would contribute to growth/sprawl of Bath (but restricted by roads/development)
- 🚌 Purpose 4 – high impact as it would harm setting/special character of Bath
- 🚌 Purposes 2 & 3 and local purpose – lower impact as does not cause merger with another town and urban fringe nature/location

Site A+: land West of A4/A46

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Site A+ Transport



- 🚌 Close to the city
- 🚌 Low capacity without decking without decking
- 🚌 Potential Congestion impacts due to location of site and its associated access and exit points
- 🚌 Potential delays at the A46/A4 roundabout
- 🚌 Site not owned by the Council

Site A+ Landscape, Ecology, Heritage & Archaeological implications



Landscape

-  High negative impact overall. Not in AONB
-  Difficult to mitigate if decked

Ecology

-  River Avon SNCI, minor negative impact
-  Limited opportunity for on-site mitigation

Heritage & Archaeological implications

-  Presence of Roman archaeology
-  Risk of high negative impact on WHS, CA and Listed Buildings

Site B: land West of Mill Lane




Site B Transport

- 🚌 Site has sufficient capacity about 1,400
- 🚌 Potential for a future Park & Rail service
- 🚌 Ease of access and ability to intercept from key traffic routes
- 🚌 New access is required onto A4
- 🚌 Access issues to be discussed further with Highways England
- 🚌 Site not owned by the Council

Site B Landscape, Ecology, Heritage & Archaeological implications

Landscape



-  Risk of high negative impact on WHS setting and AONB setting although not located in AONB

Ecology

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-  Limited opportunity for on-site mitigation (Site B+ significant opportunity for mitigation)

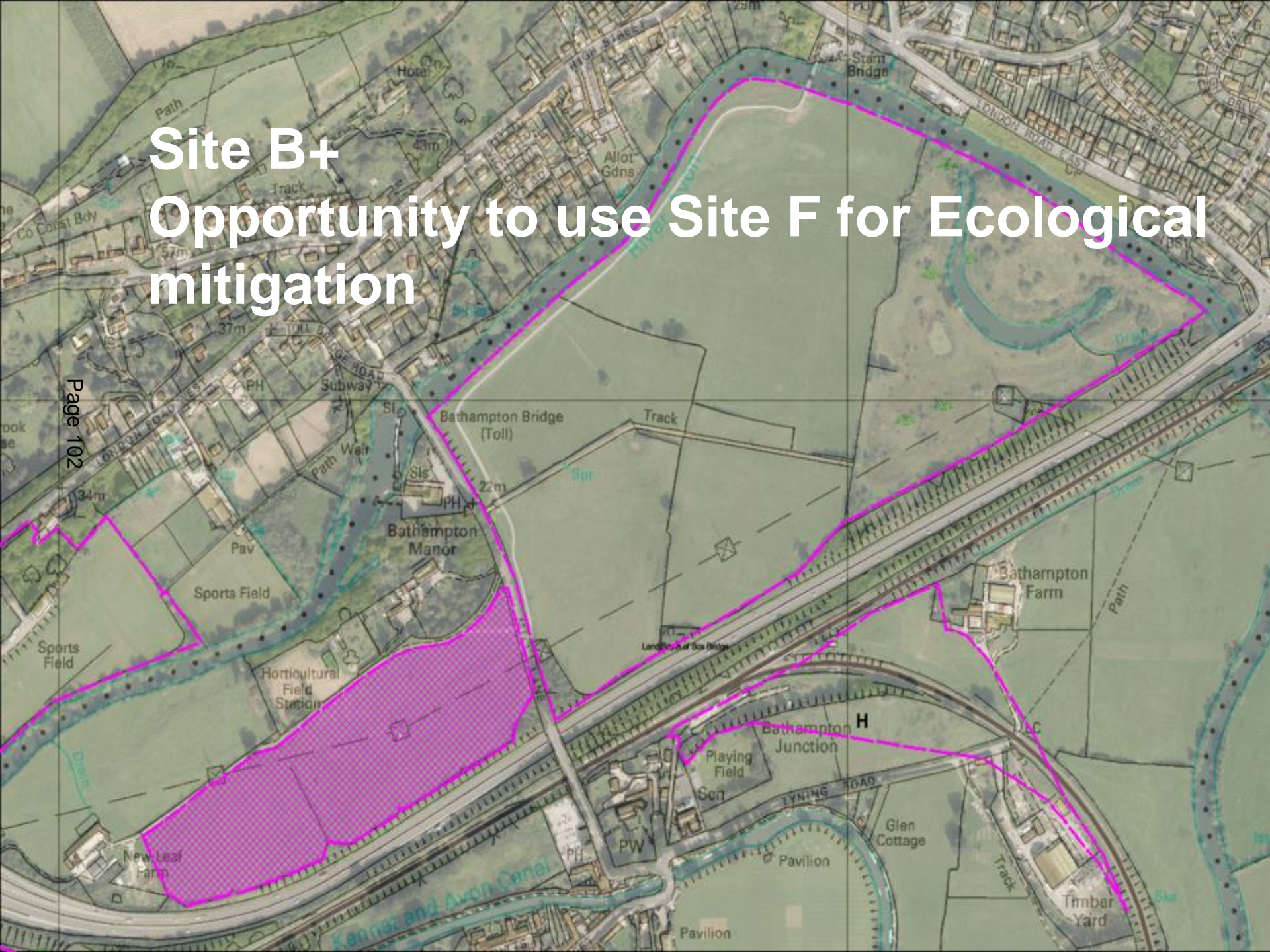
Heritage & Archaeological implications

-  Presence of Prehistoric, Roman and Medieval archaeology
-  High negative impact on settings of WHS and CA

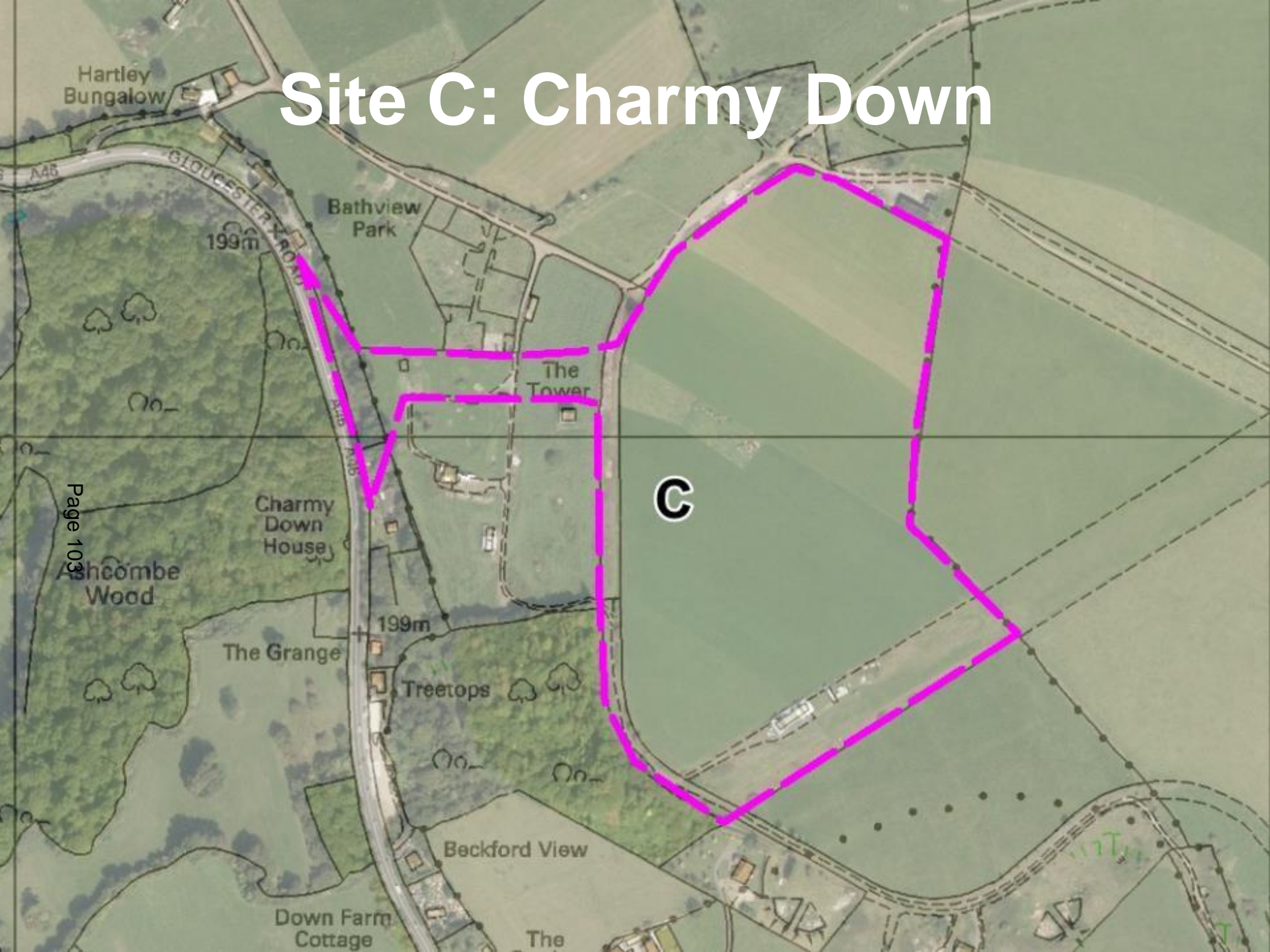
Site B Green Belt

- 🚌 Purpose 1 - moderate/high impact as would contribute to growth/sprawl of Bath (but restricted by roads/development)
- 🚌 Purpose 4 – high impact as it would harm setting/special character of Bath
- 🚌 Local purpose – moderate/high impact as it would affect the setting of Batheaston and Bathampton
- 🚌 Purposes 2 & 3 – lower impact as does not cause merger with another town and urban fringe nature/location

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Site C: Charmy Down




Site C Transport

- 🚌 Capacity to accommodate proposed Park & Ride up to 1,000 spaces
- 🚌 Further from Bath so possible higher costs
- 🚌 Possibly reduced demand due to additional journey times for buses
- 🚌 Remote from A4 and A363 corridors
- 🚌 Difficult access due to safety concerns and substantial engineering costs to provide a suitable access
- 🚌 Land stability issues on the A46
- 🚌 Site not owned by the Council

Site C Landscape, Ecology, Heritage & Archaeological implications

Landscape



-  Risk of high negative impact on WHS setting and AONB, introduces urban style development in highly rural area designated for its nationally important natural landscape beauty

Water protection area

Ecology

-  Adjacent to Charmy Down SNCI, negative effect unlikely

Heritage & Archaeological implications

-  Presence of Prehistoric, Roman and Medieval archaeology
-  High negative impact on setting of WHS

Site C Green Belt

- ④ Purposes 1 & 2 – limited impact as would not lead to sprawl of Bath or merging of towns
- ④ Purpose 4 – moderate impact as it would cause some harm to setting/special character of Bath
- ④ Purpose 3 – high impact as would cause encroachment due to open nature of the site
- ④ Local purpose – low impact as would not cause merging of villages or affect setting

Site E: Bathford Bridge

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Site E Transport

- ④ Conveniently sited for A4 and A363
- ④ If delivered in conjunction with another site on the A4 there would be a need for a pedestrian crossing on the A4
- ④ Financially deliverable due to no exceptional engineering costs
- ④ Site is too small less than 300 spaces, if delivered on its own to accommodate assessed demand for Park & Ride. However if built in conjunction with another site there could be sufficient capacity
- ④ Site not owned by the Council
- ④ Poor access resulting in limited visibility and road safety issues

Site E Landscape, Ecology, Heritage & Archaeological implications

Landscape



-  Risk of high negative impact on WHS setting and AONB setting. Not within AONB

Site is prone to flooding

Ecology

-  Adjacent to By Brook SNCI and risk of impact on bats
-  No opportunity for on-site mitigation due to size of site

Heritage & Archaeological implications

-  Presence of Medieval and Industrial archaeology
-  Medium/high negative impact on settings of WHS, Bathford CA and Listed Buildings

Site E Green Belt

- ④ Purposes 1 & 2 – limited impact as would not lead to sprawl of Bath or merging of towns as adjoins Batheaston
- ④ Purpose 4 – moderate/high impact as it would cause some harm to setting/special character of Bath
- ④ Purpose 3 – low impact due to urban fringe nature/location
- ④ Local purpose – high/moderate impact as would harm the setting & identity of Bathford and Batheaston

Site F: Land East of Mill Lane



Site F Transport

- 🚌 Capacity to accommodate proposed Park & Ride up to 1,400 spaces
- 🚌 Safe site access readily achievable directly onto the A4 which has been approved by Highways England
- 🚌 Site has previous planning consent and has gone through a previous Judicial Review
- 🚌 Provides good connectivity to A46, A4 and A363
- 🚌 Site owned by the Council
- 🚌 No future rail based option available

Site F Landscape, Ecology, Heritage & Archaeological implications

Landscape

-  Risk of high negative impact on WHS setting and AONB setting. Not within AONB

Ecology

-  Adjacent to River Avon SNCI, no negative effect
-  Significant opportunity for on-site mitigation and enhancement if whole site used (F+)

Heritage & Archaeological implications

-  No recorded archaeology
-  Medium/high negative impact on settings of WHS, CA and Listed Buildings

Site F Green Belt

- ① Purpose 1 - moderate/high impact as it would contribute to sprawl of Bath (albeit with small gap to city edge) and is only restricted to south by A4
- ① Purpose 4 – high impact as it would harm setting/special character of Bath
- ① Local purpose – moderate/high impact as it would affect the setting of Batheaston and to a lesser extent Bathampton
- ① Purposes 2 & 3 – lower impact as would not cause merger with another town and urban fringe nature/location

Site F+ Bathampton Meadow

Significant opportunity for Ecological enhancement



Site F+ Green Belt

- ⑥ P&R development impact against Green Belt purposes would be less than site F
- ⑥ Purpose 1 – impact against this purpose reduced to moderate as land surrounding site F would serve to restrict growth of Bath (use and ownership)
- ⑥ Purpose 4 – opportunities to reduce the impact on setting of Bath to moderate
- ⑥ NPPF – should plan positively for beneficial use of land in Green Belts, including enhancing biodiversity

Site G: Lansdown P&R



G

Playing Field

Lansdown
Park and
Ride

Pavilions

Thrums

Sports
Ground

Lansdown
Court

227m

229m


223m

Site G Transport



- 🚌 P&R successfully established in this location
- 🚌 Potential to use existing priority junctions
- 🚌 Options exist for further expansion of the existing site with 400+ spaces
- 🚌 Remote from A4 and A363 corridors resulting in increased congestion in Bath and the A420
- 🚌 Poor access from the M4 along Freezing Hill Lane
- 🚌 Future expansion of this site may be required above and beyond a new east of Bath P&R
- 🚌 Land owned by the Council

Site G Landscape, Ecology, Heritage & Archaeological implications



Landscape

-  Risk of high negative impact on WHS setting and AONB

Ecology

-  Near Charlecombe & Lansdown SNCI, no negative effect
-  Limited opportunity for on-site mitigation

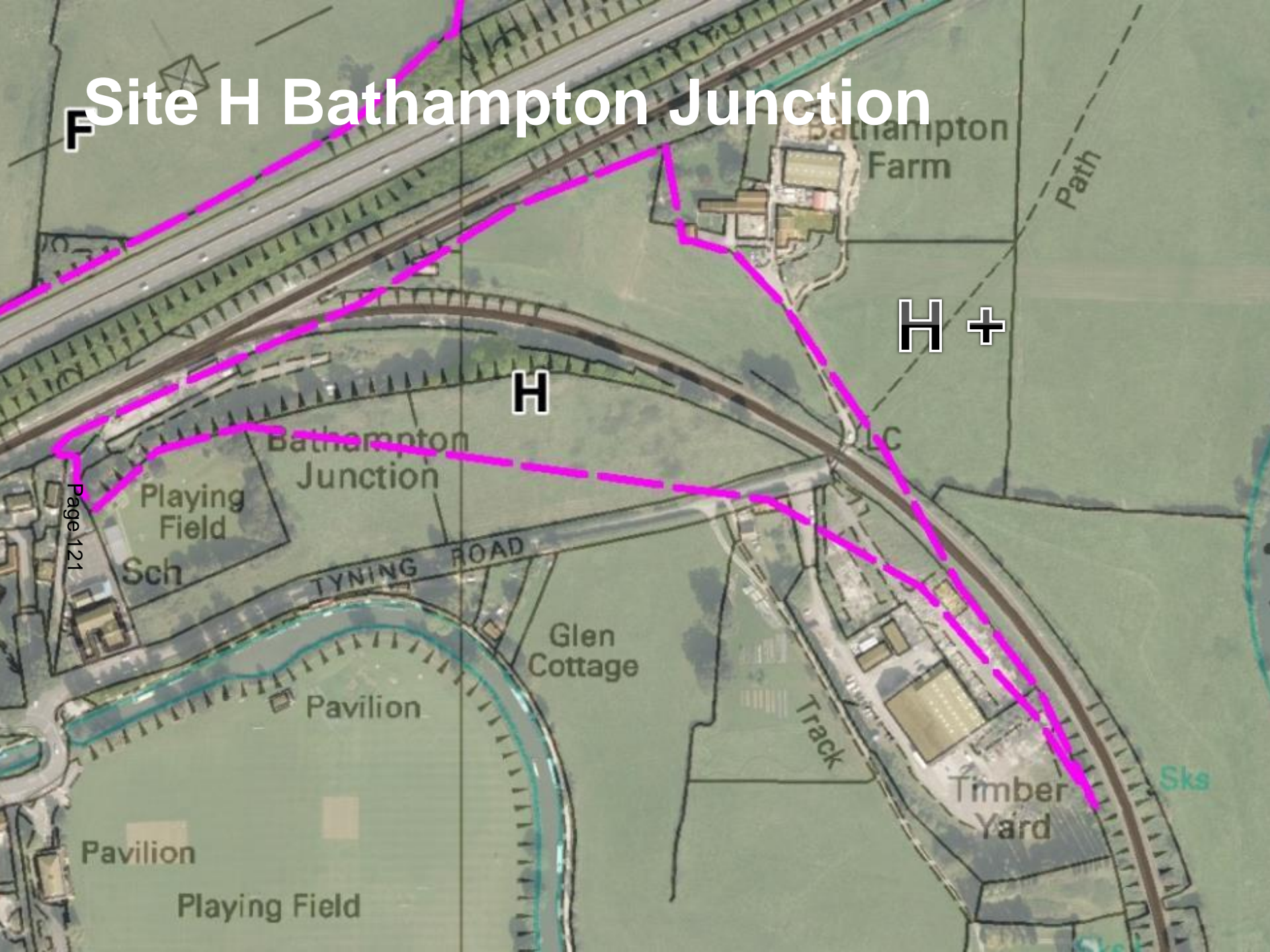
Heritage & Archaeological implications

-  Presence of Prehistoric, Roman Medieval and Industrial archaeology
-  Medium/high negative impact on settings of WHS, CA and Listed Building

Site G Green Belt

- ① Purposes 3 & 4 – moderate/high impact as it would lead to encroachment due to location/open character and would harm setting/special character of Bath
- ① Local purpose – moderate impact as it would affect the setting of Charlcombe, Swainswick & Woolley
- ① Purpose 1 - moderate/low impact due to location
- ① Purpose 2 – low impact as would not cause merger with another town

Site H Bathampton Junction



Site H Transport

- ④ Major road and rail construction required including the realignment of the Westbury rail line
- ④ Prohibitively expensive – road and rail infrastructure costs estimated at £60+m
- ④ Scheme as originally proposed cannot be delivered due to
 - ④ Lack of partner support
 - ④ Network Rail infrastructure
 - ④ Development of houses
- ④ Not supported by the rail industry
- ④ Capacity issues up to 3,000 spaces
- ④ Site is not owned by the Council
- ④ Impact on neighbouring properties
- ④ Lack of flexibility to increase provision during busy periods

Site H & H+ Landscape, Ecology, Heritage & Archaeological implications

Landscape

-  Risk of high negative impact on WHS setting and AONB

Flooding

-  Near to A363

Ecology

-  Hampton Rocks SSSI, high negative impact

Heritage & Archaeological implications

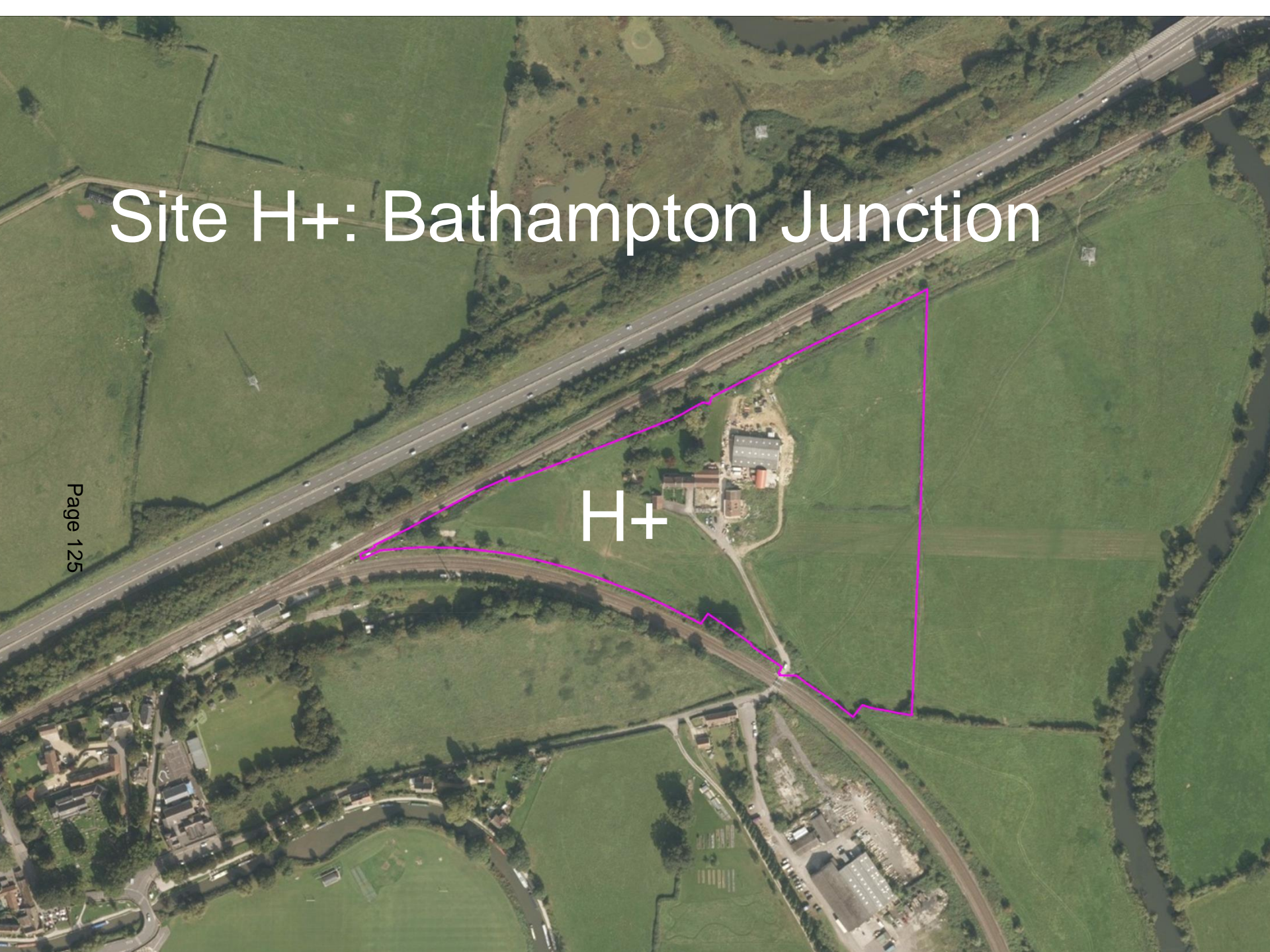
- » Presence of Roman and Industrial archaeology
- » High negative impact on settings of WHS, CA and Listed Buildings

Site H & H+ Green Belt

- ① Purposes 3 & 4 – moderate/high impact as it would lead to encroachment due to open/undeveloped site and would harm setting/special character of Bath
- ① Local purpose – moderate/high impact as it would affect the setting, character & identity of Bathampton
- ① Purposes 1 & 2 - low impact as development would not result in sprawl of Bath or merger of towns

Site H+: Bathampton Junction

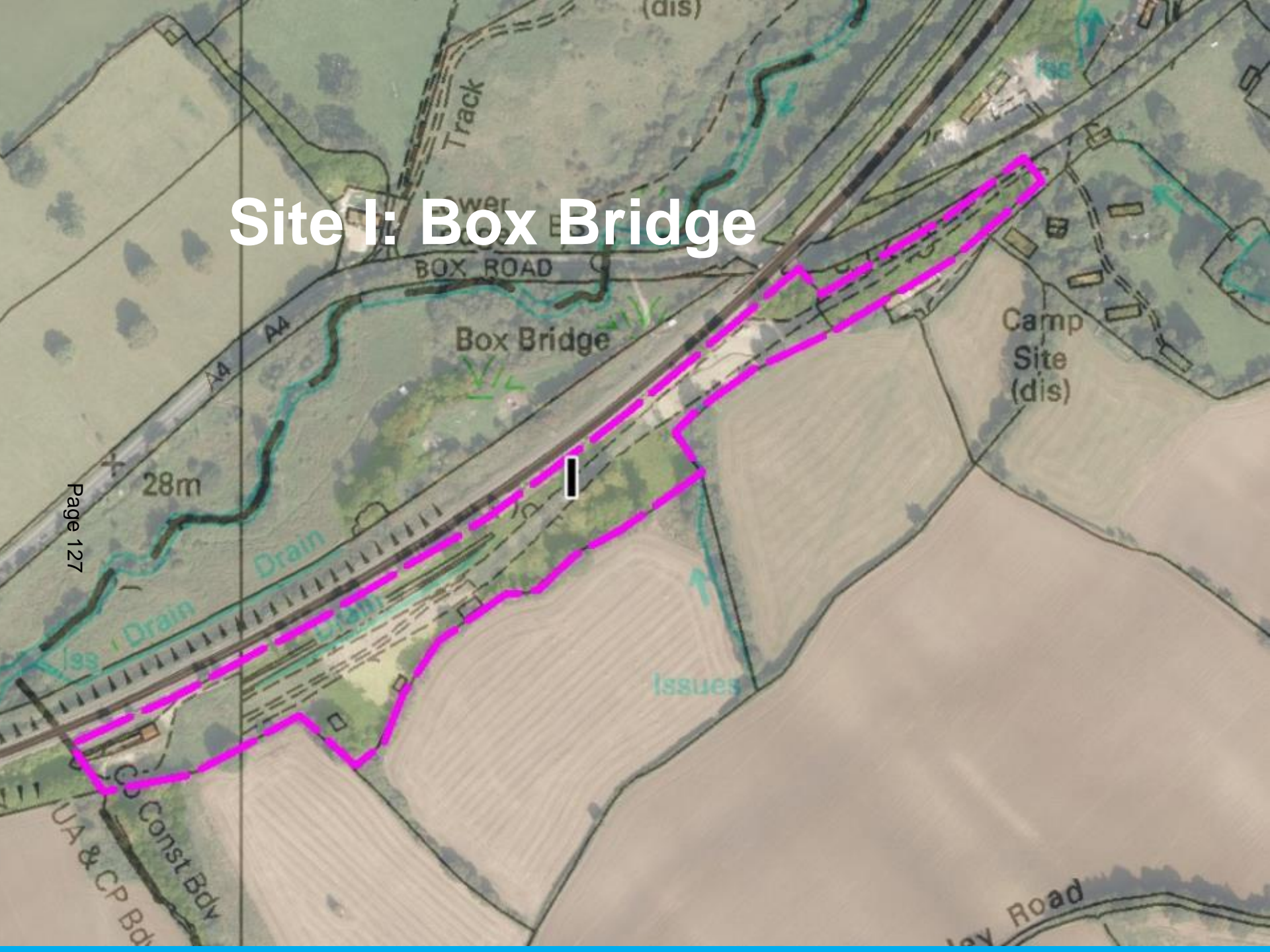
H+



Site H+ Transport

- 🚌 Major road construction required including an access road under the A4
- 🚌 Prohibitively expensive due to engineering costs associated with
 - 🚌 Providing a decked structure
 - 🚌 Demolition of an existing farm
- 🚌 Capacity issues
- 🚌 Site is not owned by the Council
- 🚌 Impact on neighbouring properties

Site I: Box Bridge





Site I Transport

- ④ Convenient for A4 corridor
- ④ Remote from A46 and A363 corridors
- ④ Distance from Bath resulting in higher running costs
- ④ Additional journey times for P&R buses
- ④ Lack of capacity – site is smaller unlikely to accommodate demand for Park & Ride between 300 – 400?
- ④ Elongated shape hinders efficient operation
- ④ Site not owned by the Council
- ④ Expensive to deliver the site
- ④ Poor access resulting in limited visibility and road safety issues
- ④ Site is located in Wiltshire

Site I Landscape, Ecology, Heritage & Archaeological implications



Landscape

-  Risk of high negative impact on WHS setting and AONB
-  No opportunity for on-site mitigation due to size of site

Ecology

-  Adjacent to By Brook SNCI, no negative effect predicted

Heritage & Archaeological implications

-  Archaeology will need to be assessed by Wiltshire HER
-  High negative impact on settings of WHS, CA and Listed Buildings

Site I Green Belt

- ④ Purpose 3 – moderate/high impact as it would lead to encroachment of open/undeveloped site
- ④ Purpose 4 - would moderately harm setting/special character of Bath
- ④ Purposes 1 & 2 - low impact as would not result in sprawl of Bath or merger of towns
- ④ Local purpose – low impact as it would not affect the setting, character & identity of villages

Site 2 land at Broadlands Farm

2

Bathford
Nursery

Spr

SS

Subway

24m

FBs



O.S

Site 2 Transport

- 🚌 A safe access onto the A4 is necessary.
- 🚌 Convenient for A4 corridor
- 🚌 Remote from A46 and less convenient for A363
- 🚌 Further from Bath resulting in high running costs
- 🚌 Additional journey times for P&R buses
- 🚌 Site not owned by the Council
- 🚌 Sloping site restricting capacity decking would be required
- 🚌 Small site capacity of only 200 – 300?

Site 2 Landscape, Ecology, Heritage & Archaeological implications

Landscape

-  Risk of medium to high and negative on WHS & Cotswold AONB but potential mitigation over time with landscape
-  Impact on residential properties

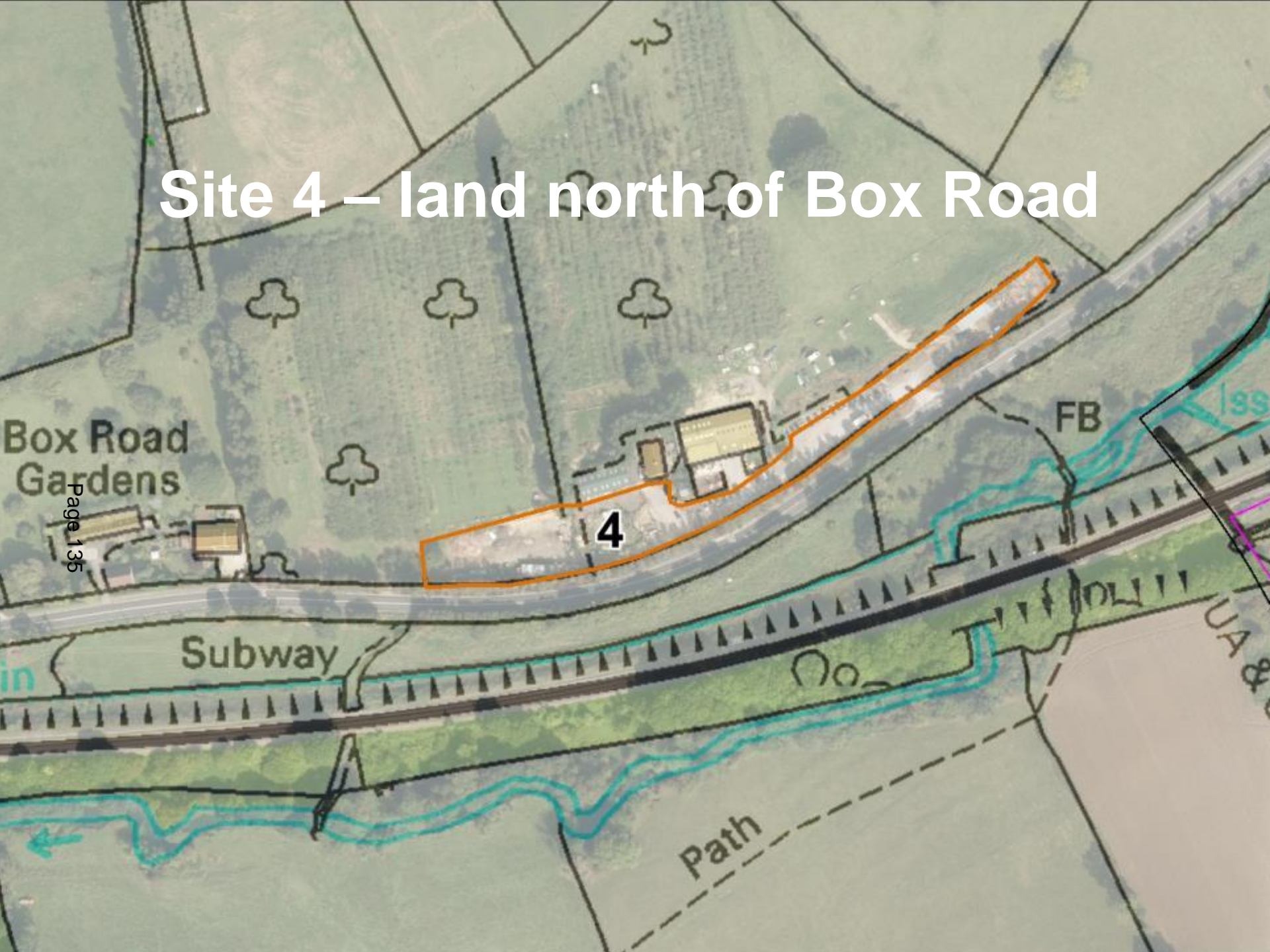
Heritage & Archaeological implications

-  No recorded archaeology
-  Low impact on WHS setting unless decked structure

Site 2 Green Belt

- » Purpose 1: Low impact. Not adjacent to Bath
- » Purpose 2: Low impact: Distance to neighbouring towns not significantly reduced.
- » Purpose 3: Low impact. Urban fringe location and close to railway.
- » Purpose 4: Low impact. Limited contribution to the setting of the WHS
- » Purpose 6: High/moderate impact. Prevents Bathford & Batheaston merging

Site 4 – land north of Box Road



Box Road
Gardens

Page 135

Subway

4

FB

Path


UA &

Site 4 Transport



- 🚌 Convenient for A4 corridor
- 🚌 Topographical problems limiting capacity
- 🚌 Elongated shape hinders efficient operation
- 🚌 A safe access onto the A4 is necessary.
- 🚌 Remote from A46 and A363 corridors
- 🚌 Further from Bath potential for high running costs
- 🚌 Site not owned by the Council
- 🚌 Capacity 300 – 400

Site 4 Landscape, Ecology, Heritage & Archaeological implications

Landscape

-  High and negative overall given separation from settlement, rural setting in AONB & WHS setting. Could be worth more detailed assessment to see if an appropriate design can be found

Heritage & Archaeological implications

-  No recorded archaeology
-  Low impact on WHS setting

Site 4 Green Belt

- » Purpose 1: Low impact. Site not adjacent to Bath
- » Purpose 2: Low impact. Distance to neighbouring towns not significantly reduced.
- » Purpose 3: Moderate impact. Part of countryside, just outside fringe area
- » Purpose 4: High/moderate impact. Important part of the WHS setting.
- » Purpose 6: Low impact. Distance between Batheaston & Ashley (Wilts) not sig reduced

[illegible]

Site 5 - Land off A46 between Swainswick and Bailbrook

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Site 5 - Land off A46 between Swainswick and Bailbrook

Map details include:


- Location: Site 5, Land off A46 between Swainswick and Bailbrook.
- Key Features: Swainswick, Upper Swainswick, Bailbrook, The Rectory, Fountain House, Willow Lodge, Weir, Drain, Path, Track, Sink, Wetland.
- Distances: 126m, 112m, 93m, 84m, 101m.
- Other Labels: MATH LANE, KENT, (TK), INNOC LANE, BS, 101m, 84m, 93m, 112m, 126m, Path, Track, Sink, Wetland, Weir, Willow Lodge, Fountain House, The Rectory, Sch, P.W., Upper Swainswick, Swainswick, Bailbrook, Chilcompton.

Site 5 Transport



- 🚌 Suitable site not found in this area
- 🚌 Remote from A4 and A363 corridors
- 🚌 Land stability issues on the A46
- 🚌 Site is not owned by the Council
- 🚌 Engineering costs to provide a suitable access to the site
- 🚌 Capacity issues unless more land taken

Site 5 Landscape, Ecology, Heritage & Archaeological implications

Landscape

-  Risk of high negative impact on AONB, WHS Setting, Little Solsbury Hill setting. Highly rural and attractive landscape on steep slopes

Heritage & Archaeological implications

-  Presence of Prehistoric and Medieval archaeology
-  Medium/high negative impact on settings of WHS, CA and Listed Buildings

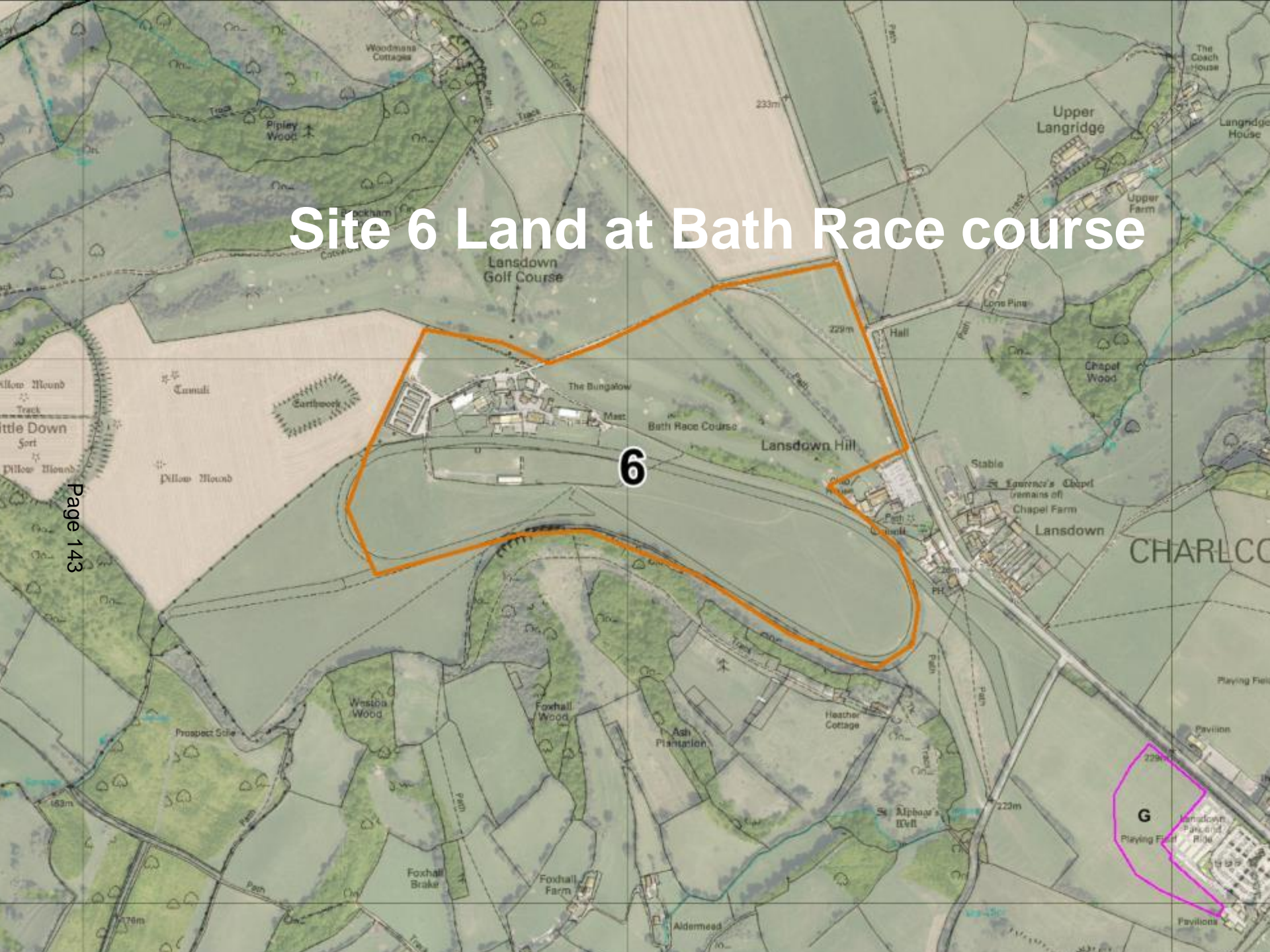
Site 5 Green Belt

- » Purpose 1: Low impact. Site not adjacent to Bath
- » Purpose 2: Low impact. Distance to neighbouring towns not significantly reduced.
- » Purpose 3: High impact. Part of countryside, distant from urban area
- » Purpose 4: High/moderate impact. Important part of the WHS setting.
- » Purpose 6: Low impact. Exact location unknown. Could reduce gap between Swainswick and Upper or Lower Swainswick

Site 6 Land at Bath Race course

6

G





Site 6 Transport



- ⑥ Capacity to accommodate proposed Park & Ride but only when available i.e. no horse racing
- ⑥ Remote from A4 and A363 corridors resulting in increased congestion in Bath and the A420
- ⑥ Poor access from the M4 along Freezing Hill Lane.
- ⑥ Site not owned by the Council
- ⑥ Site will require hardstanding which will need to be agreed both with Bath Racecourse and the golf club
- ⑥ Previous discussions with Bath Racecourse to use their site for a temporary Park and Ride site were unsuccessful

Site 6 Landscape, Ecology, Heritage & Archaeological implications

Landscape

-  Hard to assess without information of periods of usage.
-  Possible opportunity for additional (plateau appropriate) tree planting to improve overall site appearance

Heritage & Archaeological implications

-  Presence of Prehistoric, Roman and Medieval archaeology
-  Low/medium negative impact on WHS setting

Site 6 Green Belt

- » Purpose 1: Low impact. Site not adjacent to Bath
- » Purpose 2: Low impact. Distance to neighbouring towns not significantly reduced.
- » Purpose 3: High impact. Part of countryside, distant from urban area
- » Purpose 4: Moderate impact. Part of the WHS setting.
- » Purpose 6: Low impact. Distance between nearest villages not sig reduced

Site 7 land at Lambridge Sports Ground




Site 7 Transport

- 🚌 Permission granted in the past for Park & Ride – but limited capacity about 700
- 🚌 Close to the city
- 🚌 Poor access onto London Road West requiring improvement
- 🚌 Financially deliverable due to no exceptional engineering costs
- 🚌 Potential delays at the A46/A4 roundabout
- 🚌 Congestion impacts due to location of site and its associated access
- 🚌 Site is not owned by the Council
- 🚌 Previous attempts to use this site as a Park and Ride site were unsuccessful

Site 7 Landscape, Ecology, Heritage & Archaeological implications



Landscape

-  Risk of medium to high and negative impact reducing to medium or even low and neutral with maturity of landscaping

Ecology

-  Adjacent to River Avon SNCI

Heritage & Archaeological implications

-  Presence of Roman and Medieval archaeology
-  Low impact on settings of WHS, CA and Listed Buildings

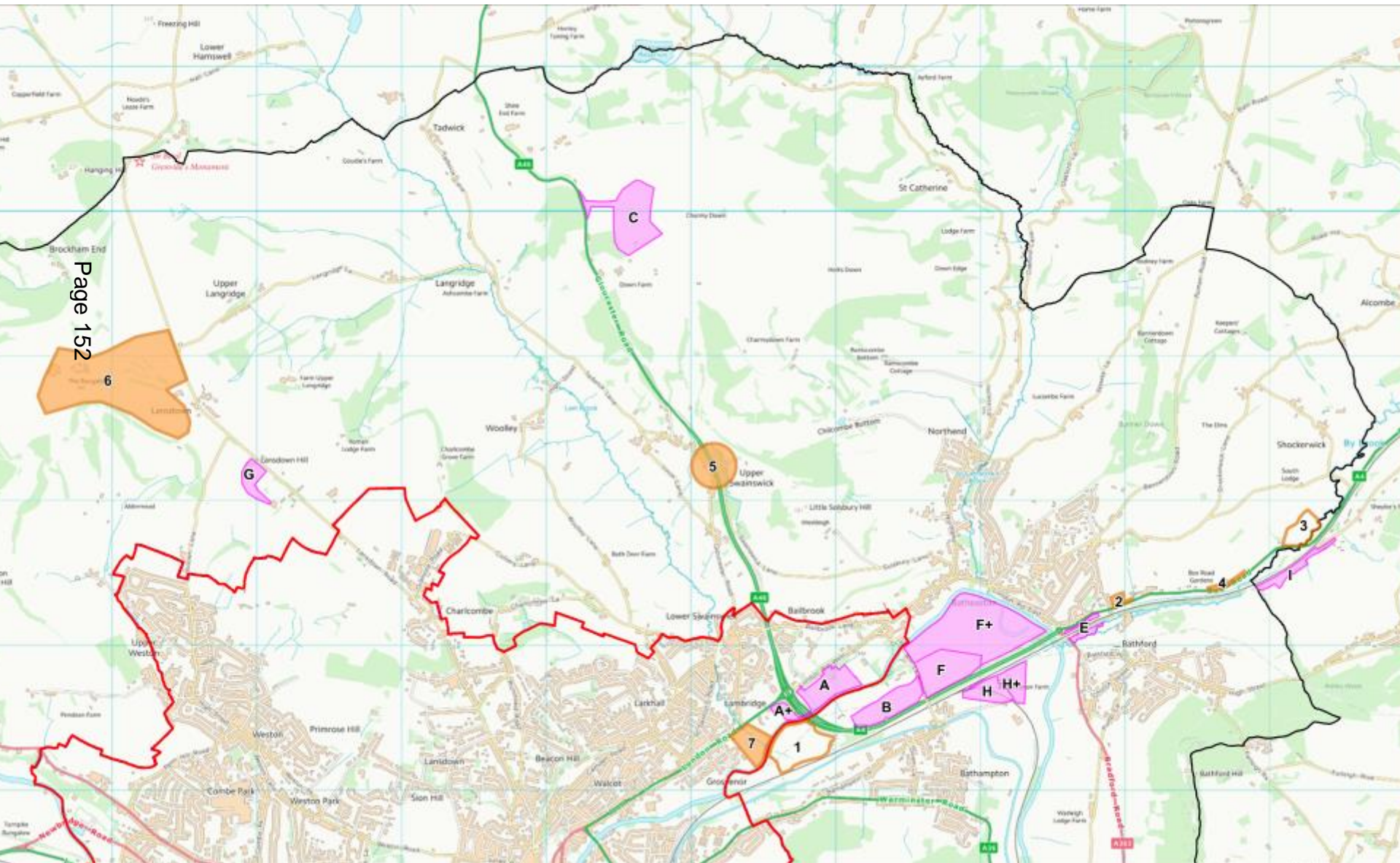
Transport, Environment, Cost & Deliverability

	Transport	Environment	Opportunity to mitigate	Green Belt	Deliverability
Land east of A4/A46 Site A	Red	Red	Amber	Red	Red
Land west of A4/A46 Site A+	Red	Red	Red	Green	Red
Land west of Mill Lane Site B & B+	Green	Red	Amber	Red	Amber
Land east of Mill Lane Site F & F+	Green	Amber	Green	Red	Green
Charmy Down Site C	Red	Red	Amber	Red	Red
Bathford Site E	Red	Red	Red	Amber	Red
Lansdown Park and Ride Site G	Red	Amber	Amber	Amber	Amber
Bathampton Junction Site H	Red	Red	Red	Red	Red

Transport, Environment, Cost & Deliverability

	Transport	Environment	Opportunity to mitigate	Green Belt	Deliverability
Bathampton Junction Site H+	Red	Red	Red	Amber	Red
Site I Box Bridge	Red	Red	Red	Amber	Red
Land at Broadlands Farm Site 2	Amber	Amber	Red	Amber	Red
Land North of Box Road Site 4	Amber	Amber	Red	Amber	Amber
Land off A46 between Swainswick & Bailbrook Site 5	Red	Red	Red	Red	Red
Land at Bath Race course Site 6	Red	Amber	Amber	Amber	Red
Land at Lambridge Sports Ground Site 7	Red	Amber	Amber	Green	Red

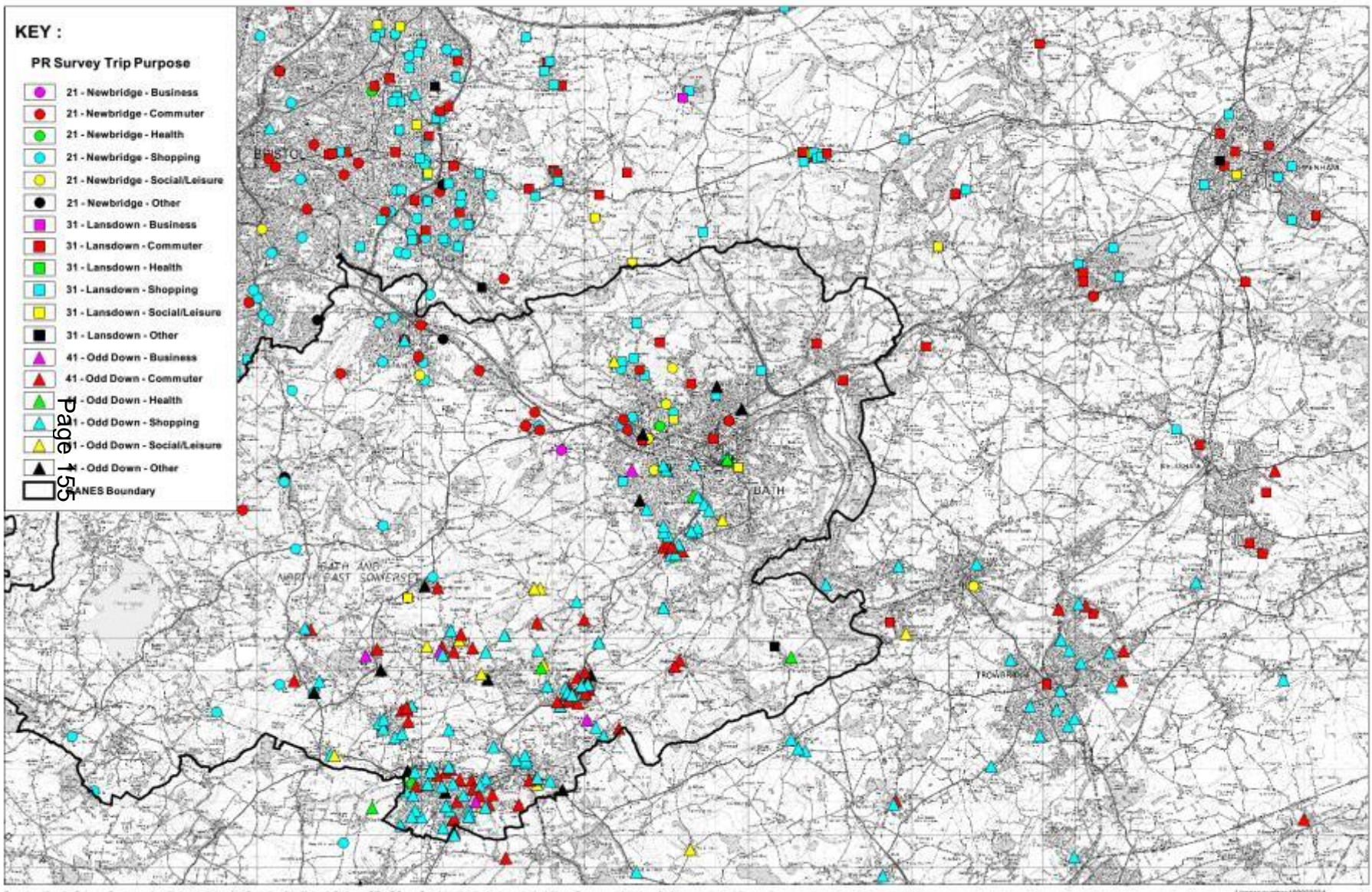
Possible east of Bath P&R sites





Questions and next steps for meeting 22nd February

Where do people come from who use our Park & Ride and what are they doing?



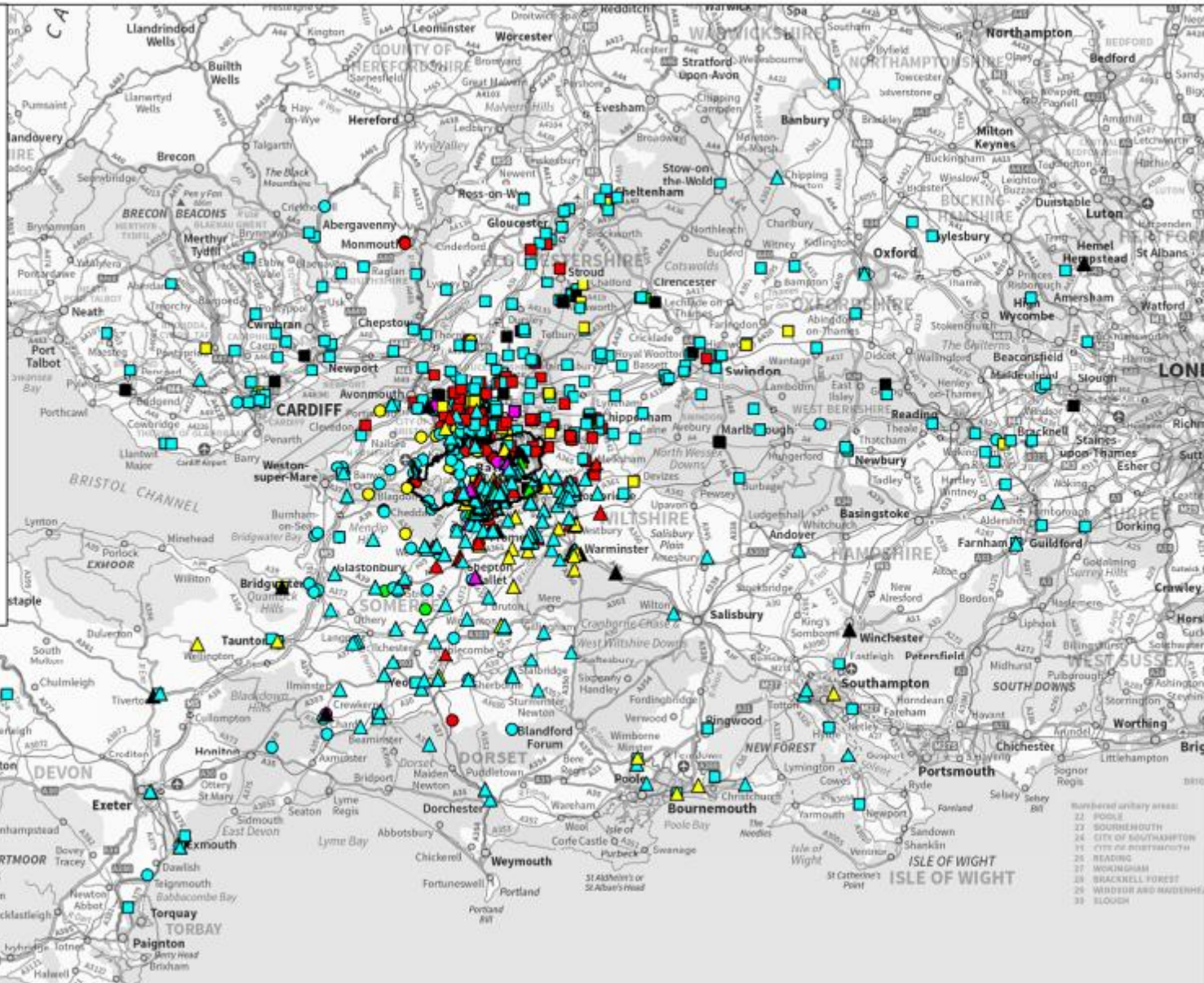
Where do people come from who use our Park & Ride and what are they doing?

Bath & North East
Somerset Council

KEY :

PR Survey Trip Purpose

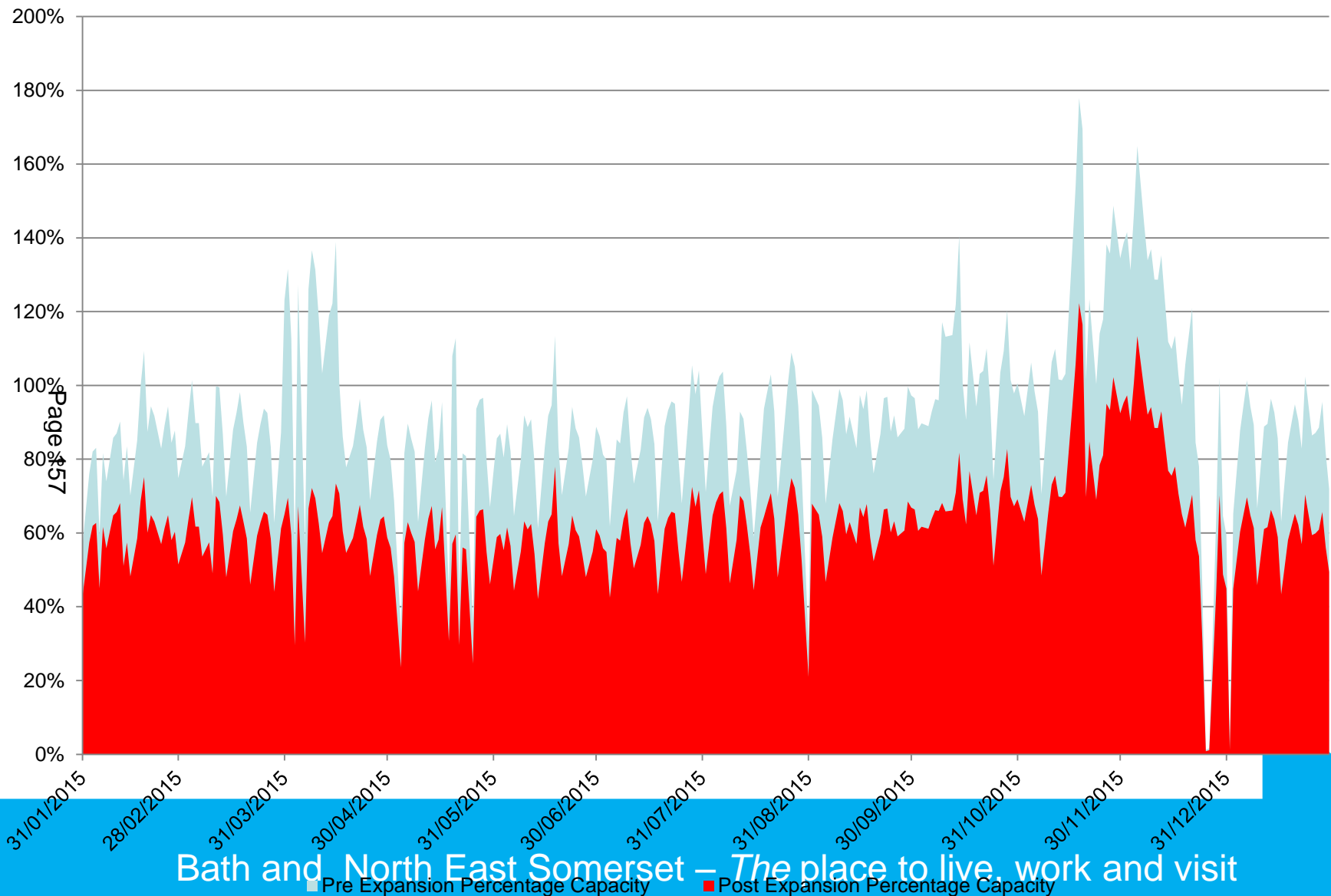
- 21 - Newbridge - Business
- 21 - Newbridge - Commuter
- 21 - Newbridge - Health
- 21 - Newbridge - Shopping
- 21 - Newbridge - Social/Leisure
- 21 - Newbridge - Other
- 31 - Lansdown - Business
- 31 - Lansdown - Commuter
- 31 - Lansdown - Health
- 31 - Lansdown - Shopping
- 31 - Lansdown - Social/Leisure
- 31 - Lansdown - Other
- ▲ 41 - Odd Down - Business
- ▲ 41 - Odd Down - Commuter
- ▲ 41 - Odd Down - Health
- ▲ 41 - Odd Down - Shopping
- ▲ 41 - Odd Down - Social/Leisure
- ▲ 41 - Odd Down - Other
- BANES Boundary



- 22 POOLE
- 23 SOUTHAMPTON
- 24 CITY OF SOUTHAMPTON
- 25 CITY OF BRIGHTON
- 26 READING
- 27 WOKINGHAM
- 28 BRACKNELL FOREST
- 29 WINDSOR AND MADDENHAM
- 30 SLOUGH

Annual Daily Maximum Percentage Capacity (excluding Sundays)

Pre and Post Expansion of Park and Ride Sites



Annual Average Daily Maximum Capacity 2015

Pre Expansion of Park and Ride Sites

 84%

 92% (excluding Sundays)

Post Expansion of Park and Ride Sites

 57%

 63% (excluding Sundays)

East of Bath Park & Ride



**LDF Steering Group
22nd February 2016**

Bath and North East Somerset – *The place to live, work and visit*

Outline of presentation



- ① Consideration of each of the potential site locations determined by the previous meeting
 - ① Demand forecasts
 - ① Engineering feasibility
 - ① Environmental impacts
 - ① Air quality impacts
 - ① Site combinations

Key Considerations

Key Considerations for P&R

- ① Accords with Community Alliance views regarding need to address transport problems
- ① Location – sites need to be attractive to potential users
- ① Sites need to have clear access from key corridors
- ① Capacity – sites need to be large enough to be viable
- ① Land acquisition – negotiation or CPO
- ① A Business Case will be needed for any scheme to justify public spending
- ① Costs include excavation/earthworks, construction, drainage, lighting, access to the highway, amenities building, mitigation measures, landscaping, fees plus risks, contingencies etc..

Combining P&R sites

- 🚌 Some combinations of sites may be necessary
 - 🚌 To provide adequate capacity
 - 🚌 Use of same P&R bus service
 - 🚌 Informing users of car park occupancy with variable message signing
 - 🚌 Revenue support needed if sites are further away and need more buses

Evidence of P&R demand

- ① To develop P&R schemes, robust evidence is required with the use of a transport model
 - ① Prescribed approach to multi-modal modelling (DfT Transport Analysis Guidance – WebTAG)
 - ① Extensive data collection – origin and destination surveys (road side interviews), household interview surveys, rail and bus user interview surveys, etc.)
 - ① Used to build base case with validation against observed data
 - ① Forecasting for future scenarios
- ① Demand forecasts
 - ① A4 Batheaston Bypass P&R sites with/without RUH service
 - ① Box Bridge site
 - ① Charmy Down/A46 site

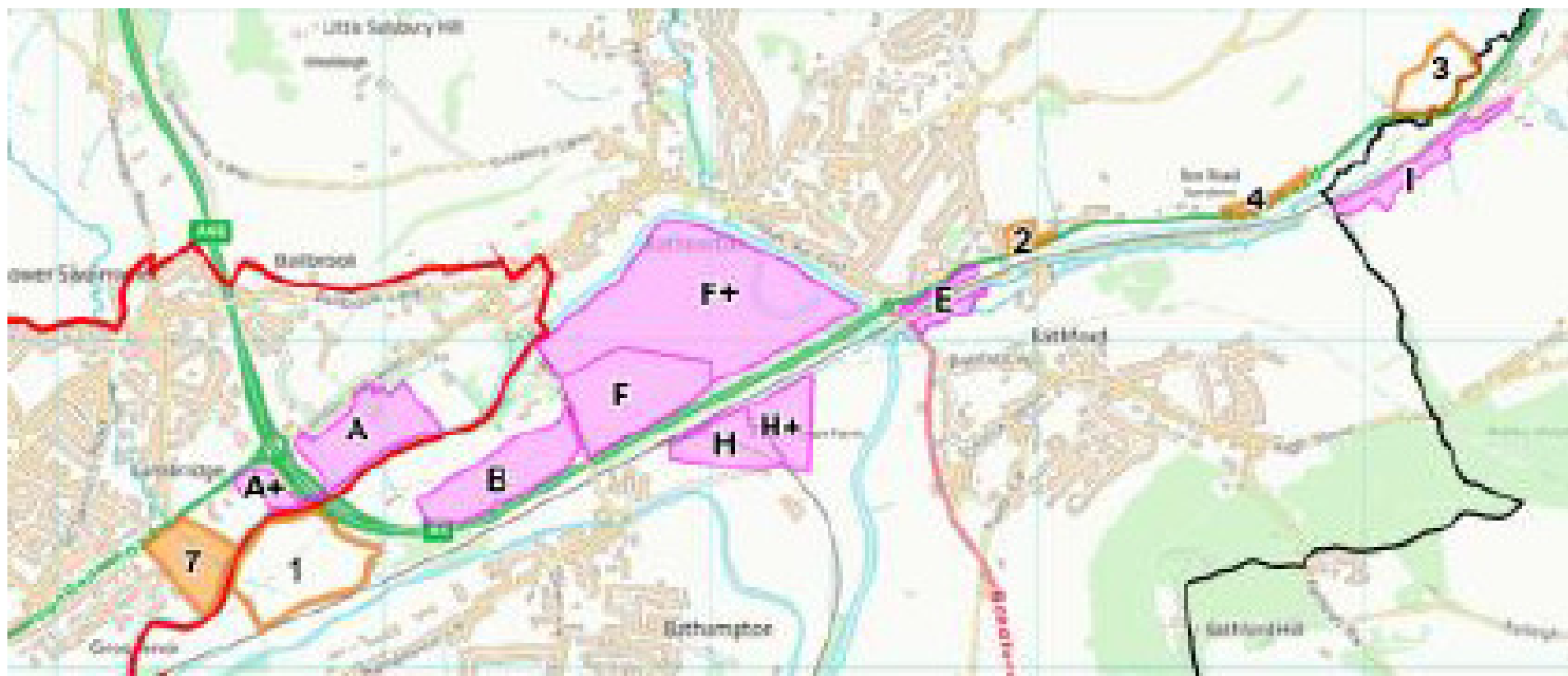
Evidence

🚌 Sites A/B/F

- 🚌 Indicative demand forecast 850 to 970 spaces per day
- 🚌 Additional service to RUH additional demand 370 to 430 spaces per day
- 🚌 Charmy Down site demand forecast 500 to 570 spaces per day
- 🚌 Box Bridge demand forecast 390 to 450 spaces per day
- 🚌 Air quality dispersion model used to indicate air quality impacts

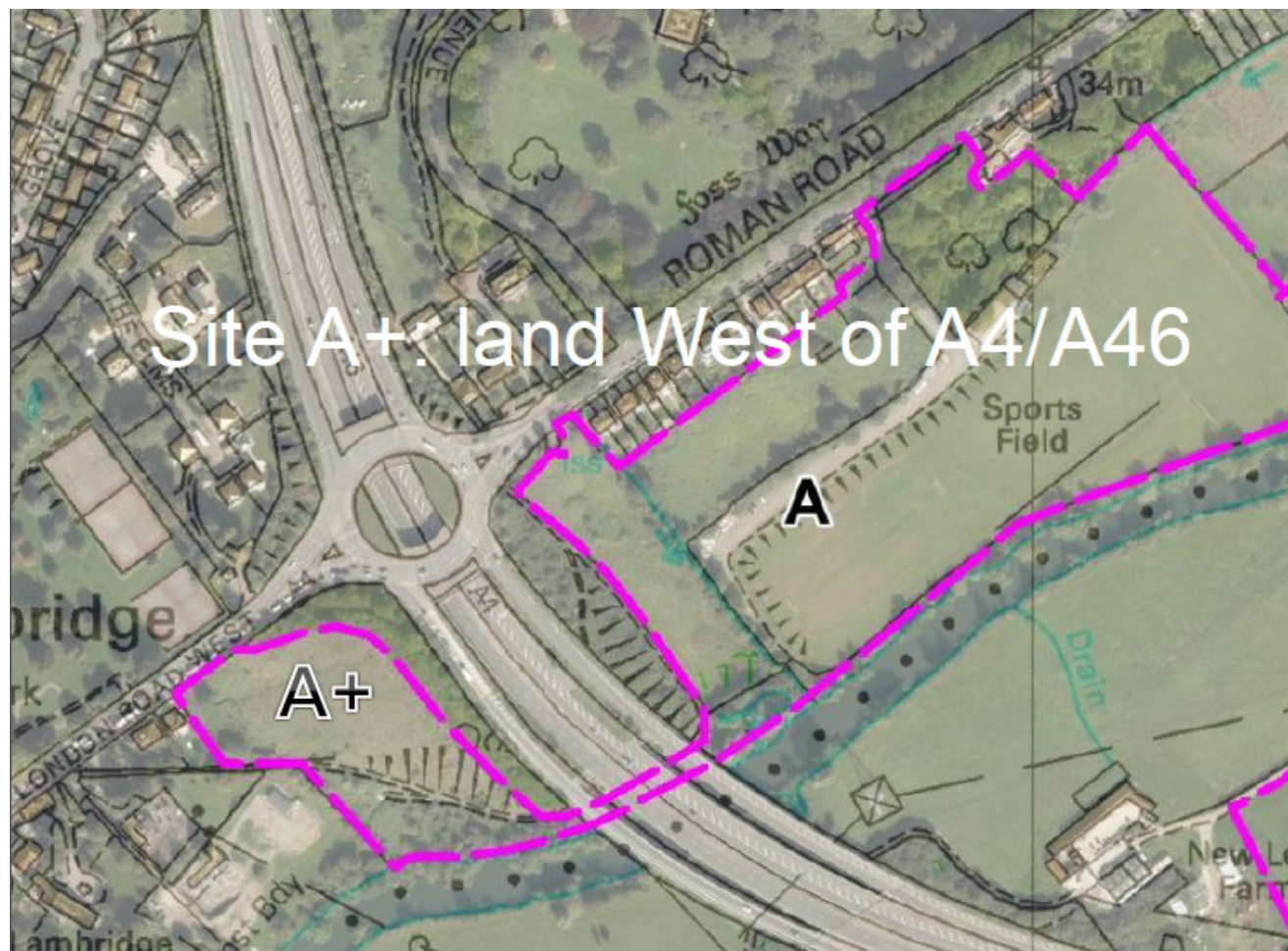
Site Locations

Areas of Interest



Bath and North East Somerset – *The place to live, work and visit*

Site A+



Bath and North East Somerset – *The place to live, work and visit*

Site A+ indicative layout



Site A+

- 🚌 Decking on four storeys but capacity limited – up to 300 spaces per level, potential up to 1,200
- 🚗 Car access from A4/A46 roundabout or London Road but congestion impacts likely - Highways England approval needed
- 🚌 Bus stop on London Road adjacent to site
- 🚧 Extensive earthworks and construction
- 👁 Visual impacts may be softened with appropriate design and complementary measures
- 💧 Some water, hydrology and drainage risks; partly within Flood Zones 2 and 3

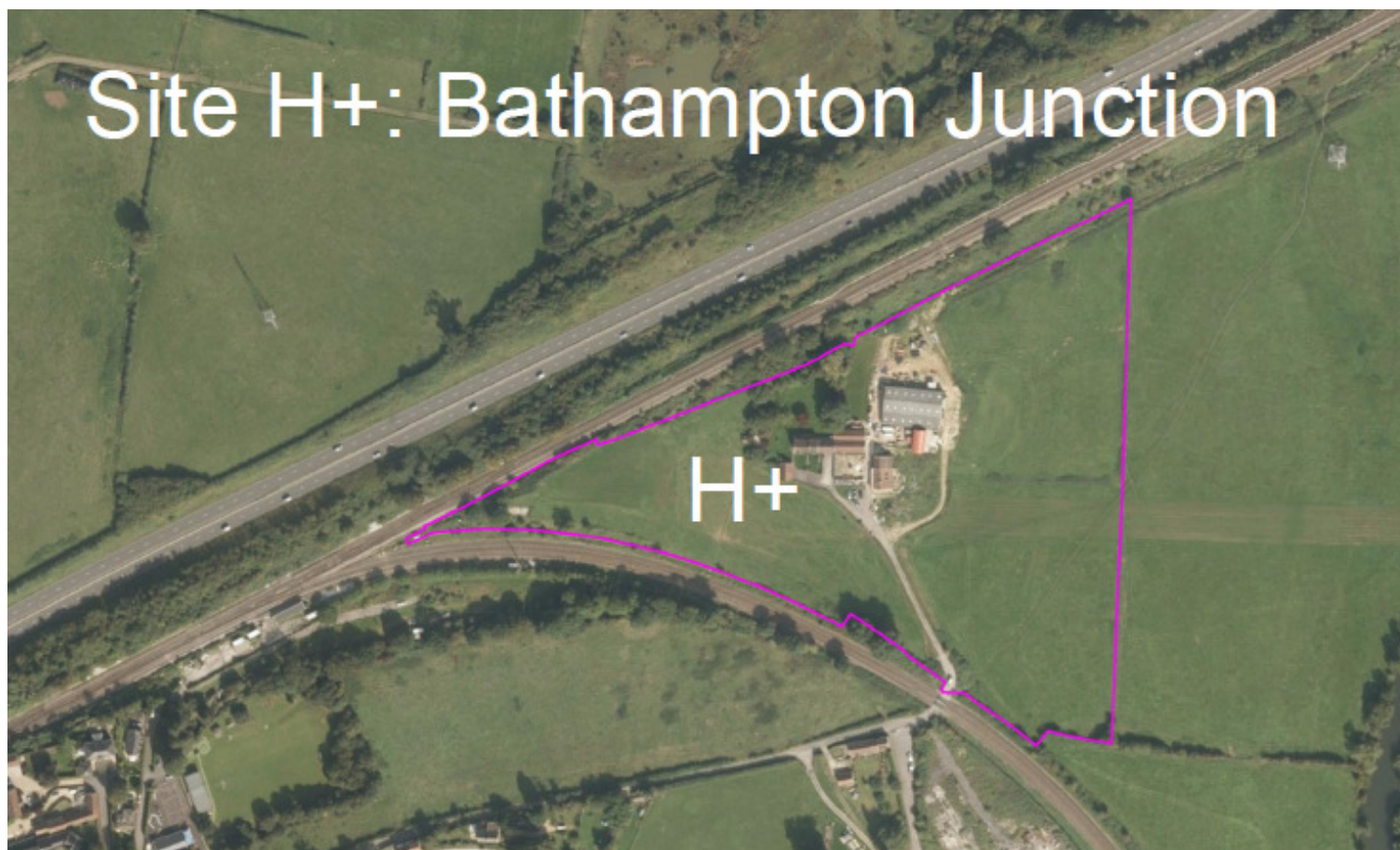
Site A+

- ⑥ Within WHS
- ⑥ Land acquisition difficult due to current ownership arrangements
- ⑥ Risks to protected species and nature conservation would be minimised with appropriate mitigation measures
- ⑥ Noise and vibration risks could be minimised with appropriate mitigation measures
- ⑥ Air quality impacts are likely to be substantially adverse – queuing traffic, proximity of site to houses/recreation spaces
- ⑥ Forecast weekday demand 1,472 vehicles/day – includes some demand that would otherwise use Lansdown P&R

Site A+

- 🚌 Estimated 10 min bus journey time, 3 P&R buses
- 🚌 Estimated indicative construction cost (current prices)
£XXX million

Site H+



Bath and North East Somerset – *The place to live, work and visit*

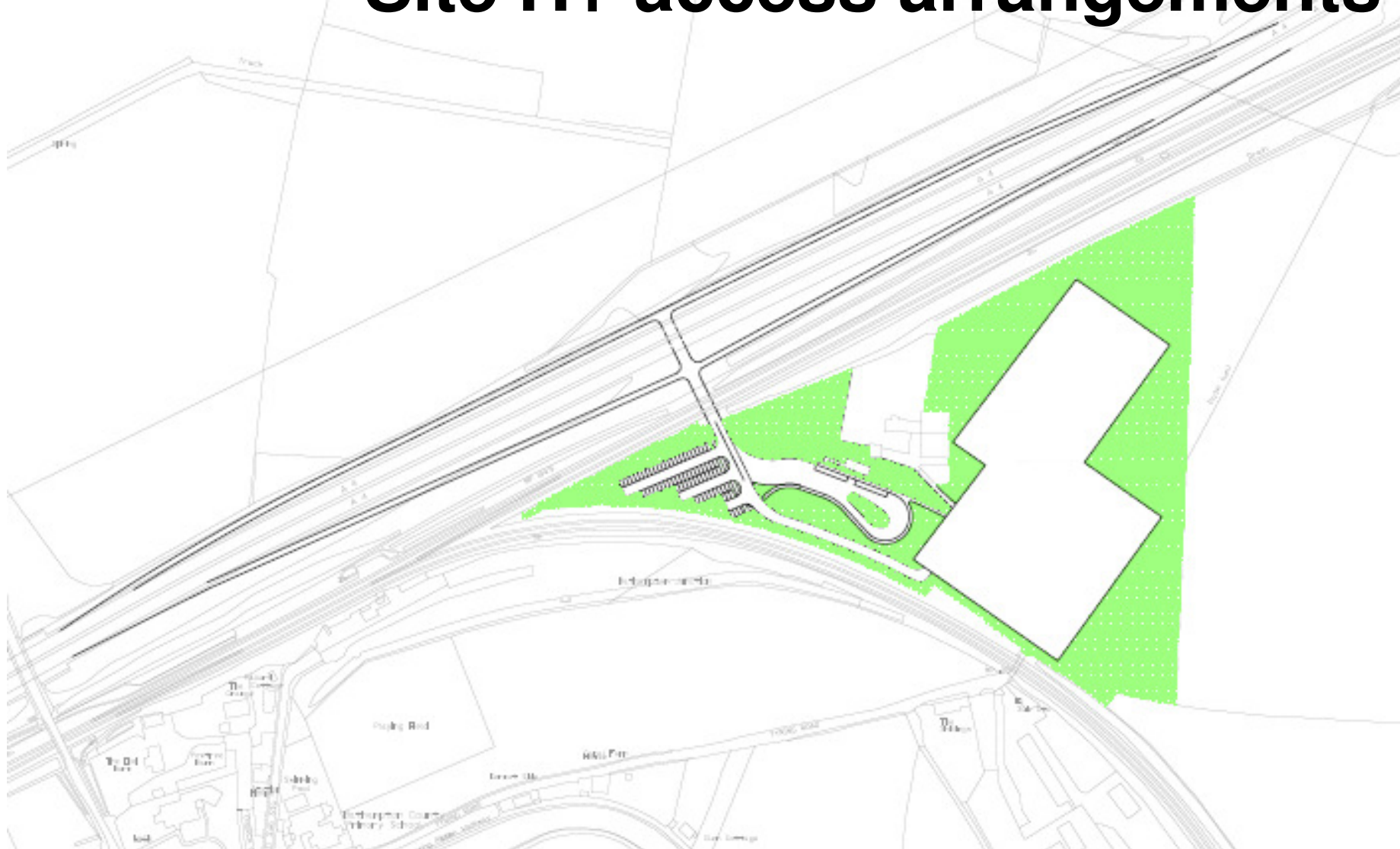
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Bath and North East Somerset – *The place to live, work and visit*

Site H+ access arrangements



Site H+

- 🚌 Multi-storey structure capacity up to 650 spaces per level
- 🚌 Open car park capacity approximately 1,040 spaces
- 🚌 New access from A4 Batheaston Bypass – may encroach into Site F – need form Highways England approval
- 🚌 New structure under A4 Bypass
- 🚌 Structure(s) under Great Western Main Line - need for Network Rail approval
- 🚌 Extensive earthworks and construction
- 🚌 Some water, hydrology and drainage risks; within Flood Zones 2 and 3
- 🚌 Likely to be considerable visual impact

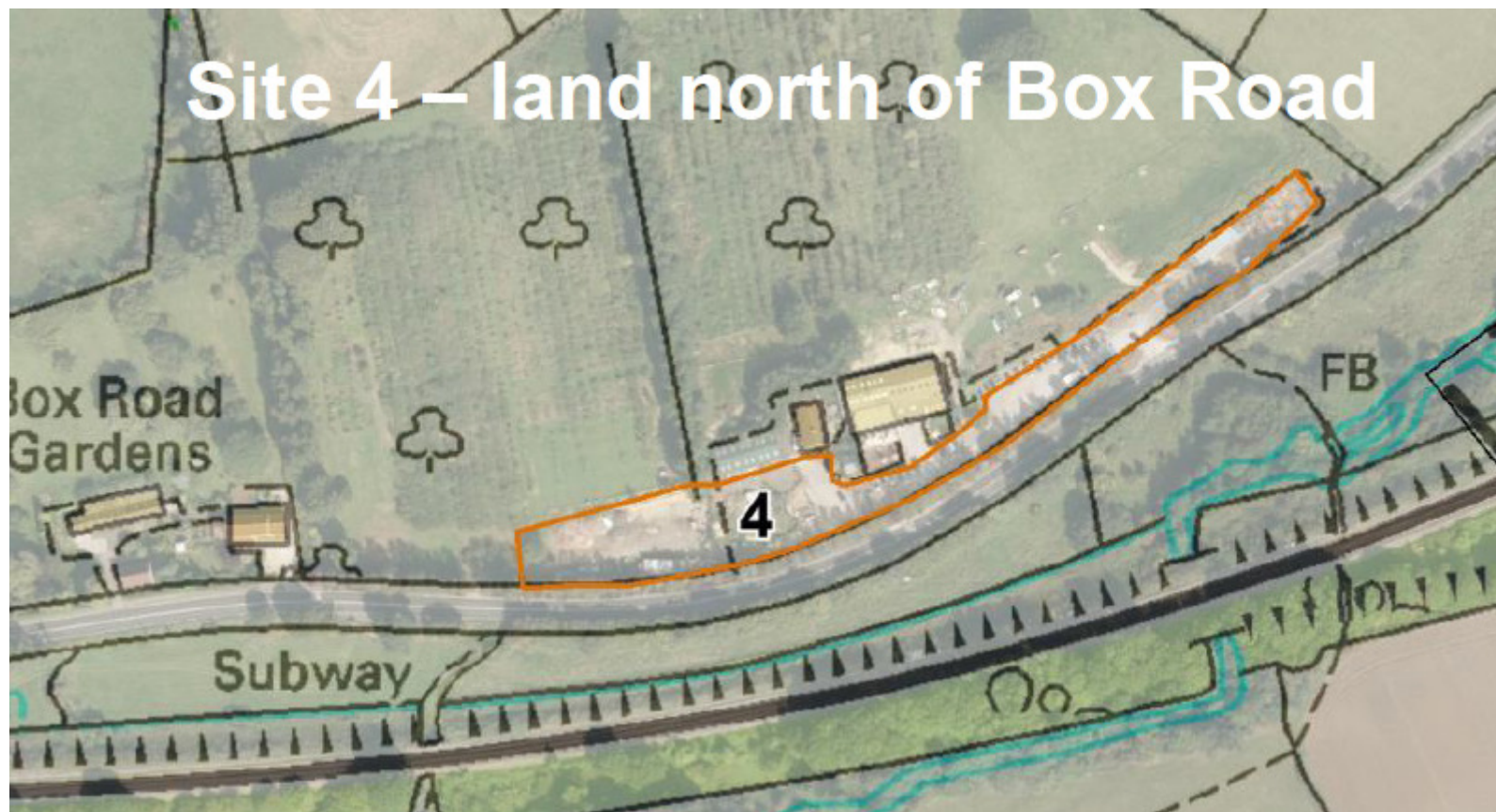
Site H+

- ④ Within Cotswolds AONB
- ④ Above ground heritage assets and potential high quality buried archaeological remains but mitigation measures possible
- ④ Risks to protected species and nature conservation would be minimised with appropriate mitigation measures
- ④ Noise and vibration risks could be minimised with appropriate mitigation measures
- ④ Air quality impacts are likely to be insignificant – intercepting traffic, roundabout congestion alleviated, housing not nearby; no further exceedances of national air quality objectives

Site H+

- 🚌 Forecast weekly demand 1,245 vehicles/day
- 🚌 Estimated 14 min bus journey time, 4 P&R buses
- 🚌 Estimated indicative construction cost (current prices)
£XXX million for multi-storey structure or £XXX million for
conventional layout with tunnelling beneath railway, slip
roads, earthworks, etc.

Sites on A4



Bath and North East Somerset – *The place to live, work and visit*

Sites on A4

- ④ All proposed sites similar in transport terms
 - ④ Addresses demand from A4 corridor only
 - ④ Extensive excavation into hillside to construct multi-storey structure
 - ④ May need space for buses
 - ④ New traffic signal junctions
- ④ All sites are within Cotswolds AONB
- ④ Limited water, hydrology and drainage risks
- ④ Site 10 is partly within Flood Zone 3
- ④ Sites 4 and 8 may require the acquisition of private property

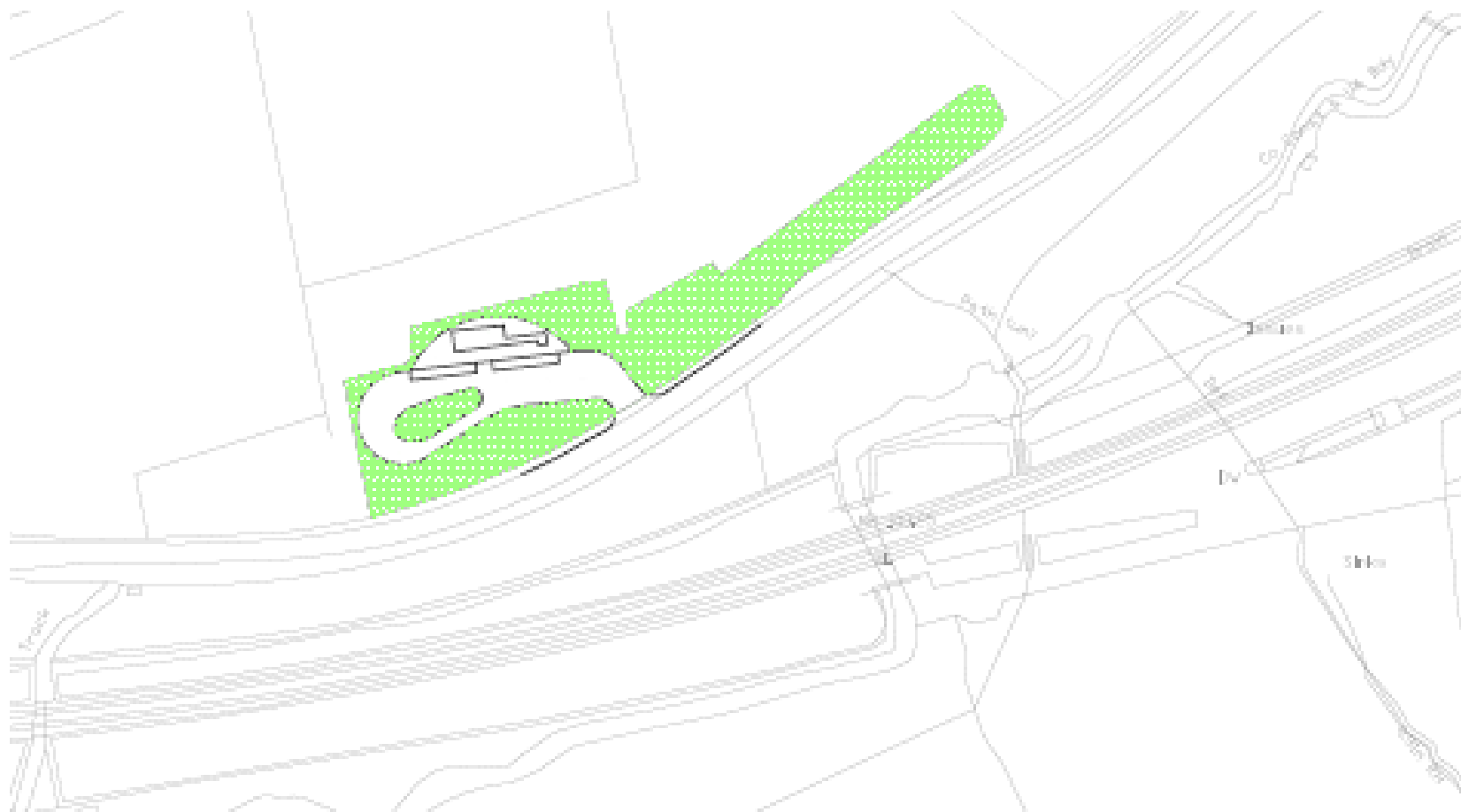
Sites on A4

- 🚌 Above ground heritage assets and potential high quality buried archaeological remains for Sites 4, 8 and 10 but mitigation measures possible
- 🚌 Risks to protected species and nature conservation would be minimised with appropriate mitigation measures
- 🚌 Noise and vibration risks could be minimised with appropriate mitigation measures
- 🚌 Air quality impacts are likely to be less than A+ but more than H+ due to lower demand, number of P&R buses and bus type, no additional traffic through Batheaston; no further exceedances of national air quality objectives

Sites on A4

- 🚌 Estimated 18 min bus journey time, 4 P&R buses (c.£540,000 per year)
- 🚌 Site 8 estimated indicative construction cost (current prices) £XXX million for decked structure, access etc.
- 🚌 Site 10 estimated indicative construction cost (current prices) £XXX million

Site 4

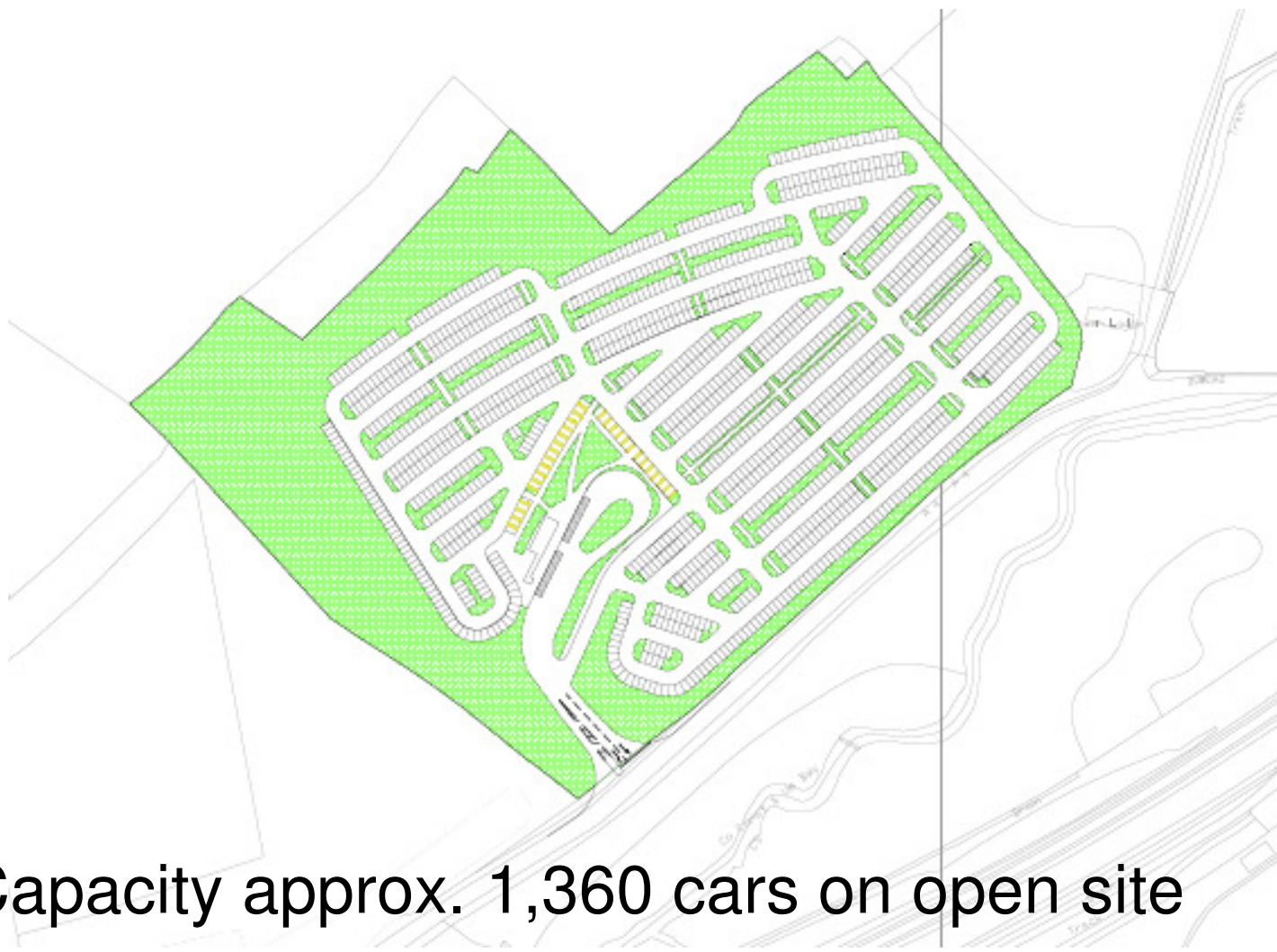


Site 8



🚌 Capacity approx. 300 cars per layer on 3 layers

Site 10



🚌 Capacity approx. 1,360 cars on open site

Combinations of Sites

Demand for site combinations

Scenario	Forecast Weekday Demand (vehicles/day)
Site A+	1,472 Includes some that would otherwise use Lansdown P&R
Site H+	1,245
Site 3 or Site 4 or Site 9 or Site 10	815
Sites 4 and 8 together	923
Site A+ with Site 4 and Site 8	1,626 A+ is not used by traffic from east in AM Peak (may be due to delays at A4/A46 roundabout); site is used by traffic from south via A363; attracts demand from Lansdown P&R
Site G+ (Lansdown extension) with Site 4 and Site 8	923 Modelling indicates that Lansdown occupancy is not higher than current capacity so no expansion required

Next Steps

- 🚌 You asked us to look at the sites discussed today with further information
- 🚌 Please advise officers which sites(s) need to be investigated further
- 🚌 Agree a further meeting to discuss the findings

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East of Bath Park & Ride



**LDF Steering Group
21st March 2016**

Bath and North East Somerset – *The place to live, work and visit*

Outline of presentation



- ① Consideration of each of the potential site locations in light of Council resolution.
- ② feasibility and deliverability of each site option;
- ③ costs associated with each site option;
- ④ The transport benefits of each site option;
- ⑤ The visual impact of each site option.

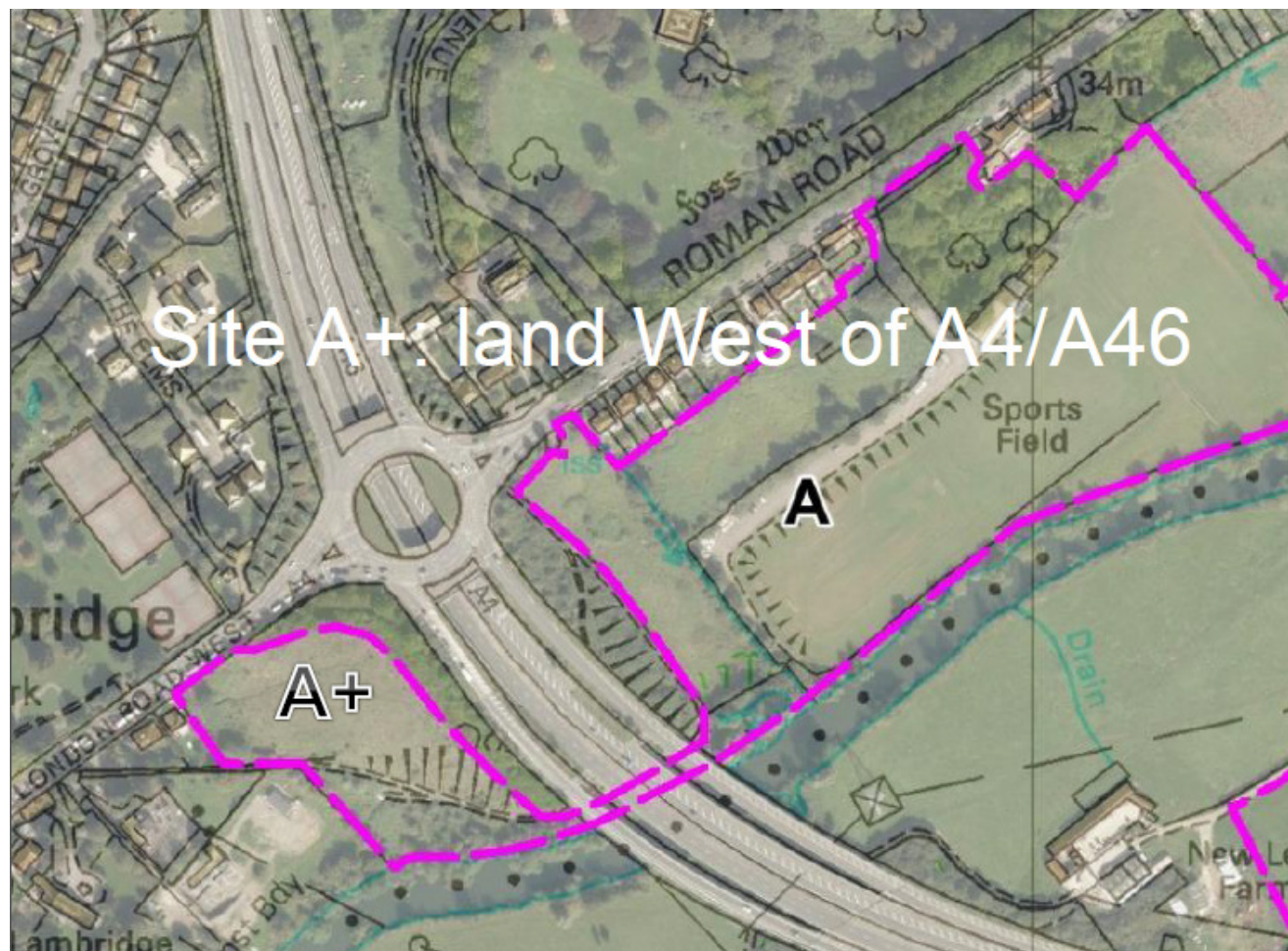
Council resolution:

- ④ that the cross-party Local Development Framework Steering Group review all the options for the location of an East of Bath Park & Ride prior to Cabinet selecting a preferred site early next year,
- ④ Site A+
- ④ Site H+
- ④ Site 10
- ④ Site B
- ④ Site F
- ④ Site F+

Costs

- ② Excludes land costs. Development costs are indicative estimates at 2016 prices. Further analysis will be required to refine the cost estimates
- ② The repayment costs of borrowing £23m would be between £920,000 and £1.6m per annum depending on the repayment period (50 or 20 years respectively). The existing P&R contract provides a contribution of £500,000/annum

Site A+



Site A+

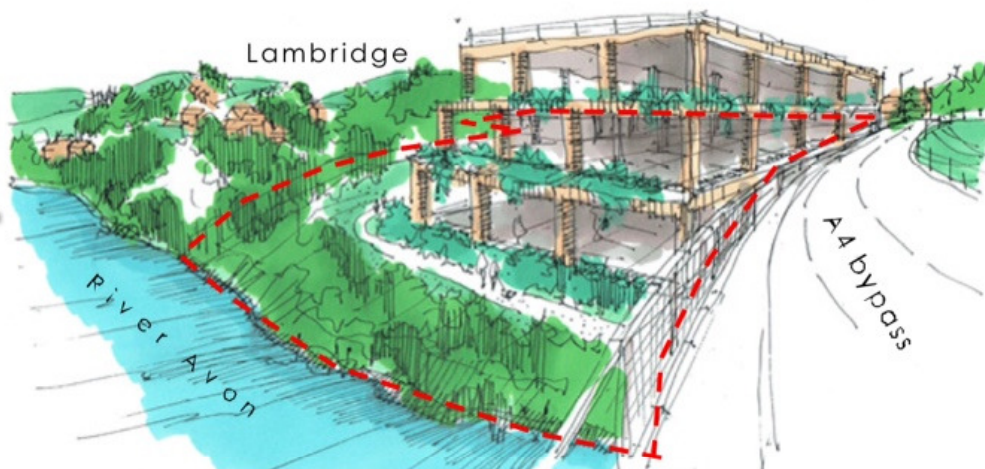
	The feasibility and deliverability of each site option;	The costs associated with each site option;	The transport benefits of each site option;	The visual impact of each site option.	Other environmental factors to consider
Site A+ Land to the west of the A4/A46 Junction	Highway England approval required. AQ impacts –ve Land ownership mostly DfT would appear to own the land Additional congestion on A4/A46 roundabout	£XXXm (minimum) (excludes land purchase)	Well placed to attract users from both A4 and A46 corridors. Forecast demand 1,472 vehicles per weekday. Capacity up to 1,200 on four decks	High negative impact overall. High negative impact on WHS	Negative impact on air quality Difficult to mitigate if decked Not in AONB but located in WHS

Site A+ indicative layout



Park & Ride Options

Bath & North East
Somerset Council



Sketch view



Proposals



Photograph



Location

Shows general direction of sketch view

Site A+ Land west of A4 / A46

Please note that these diagrams are for illustrative purposes only & are not to scale.

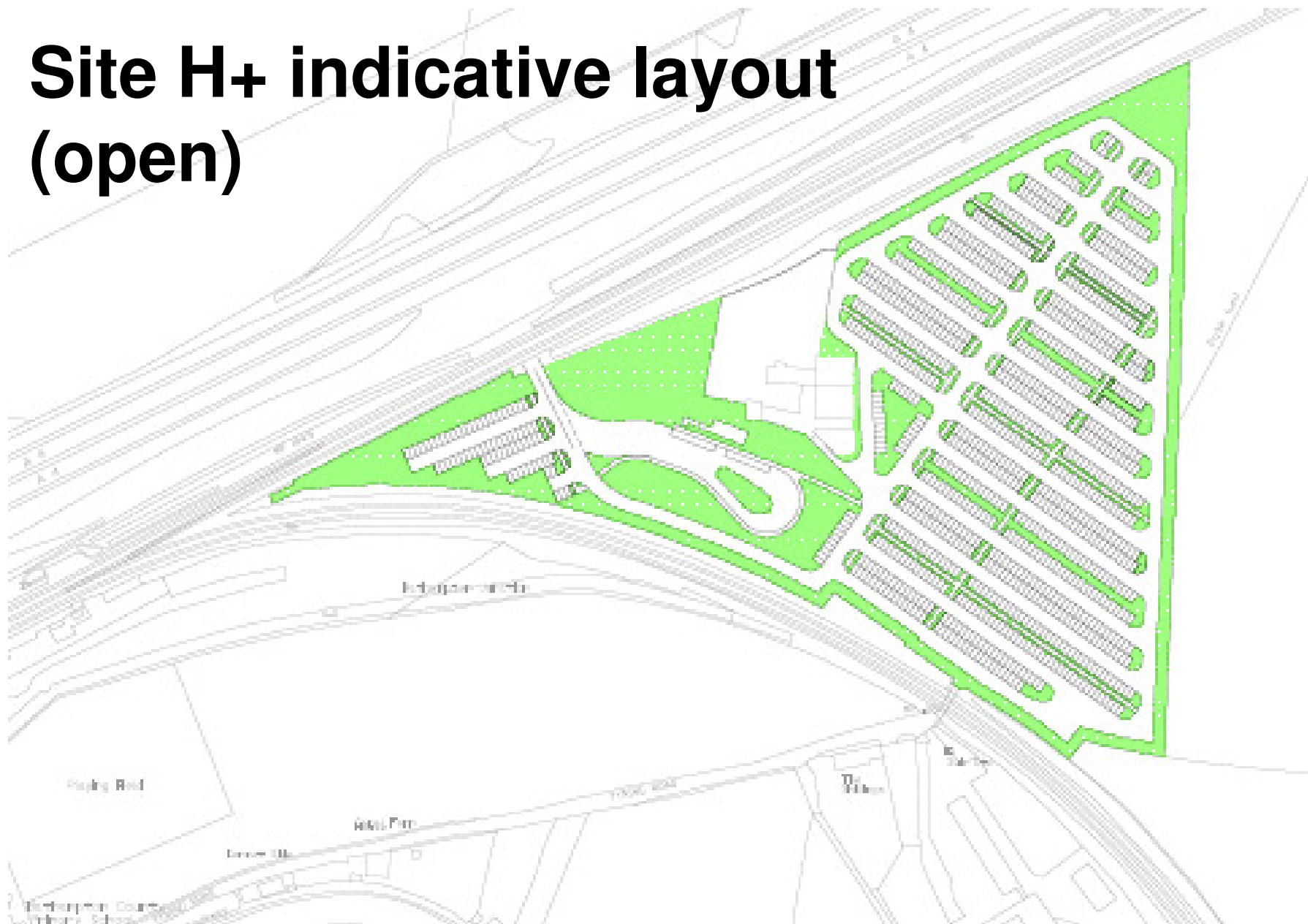


Site H+

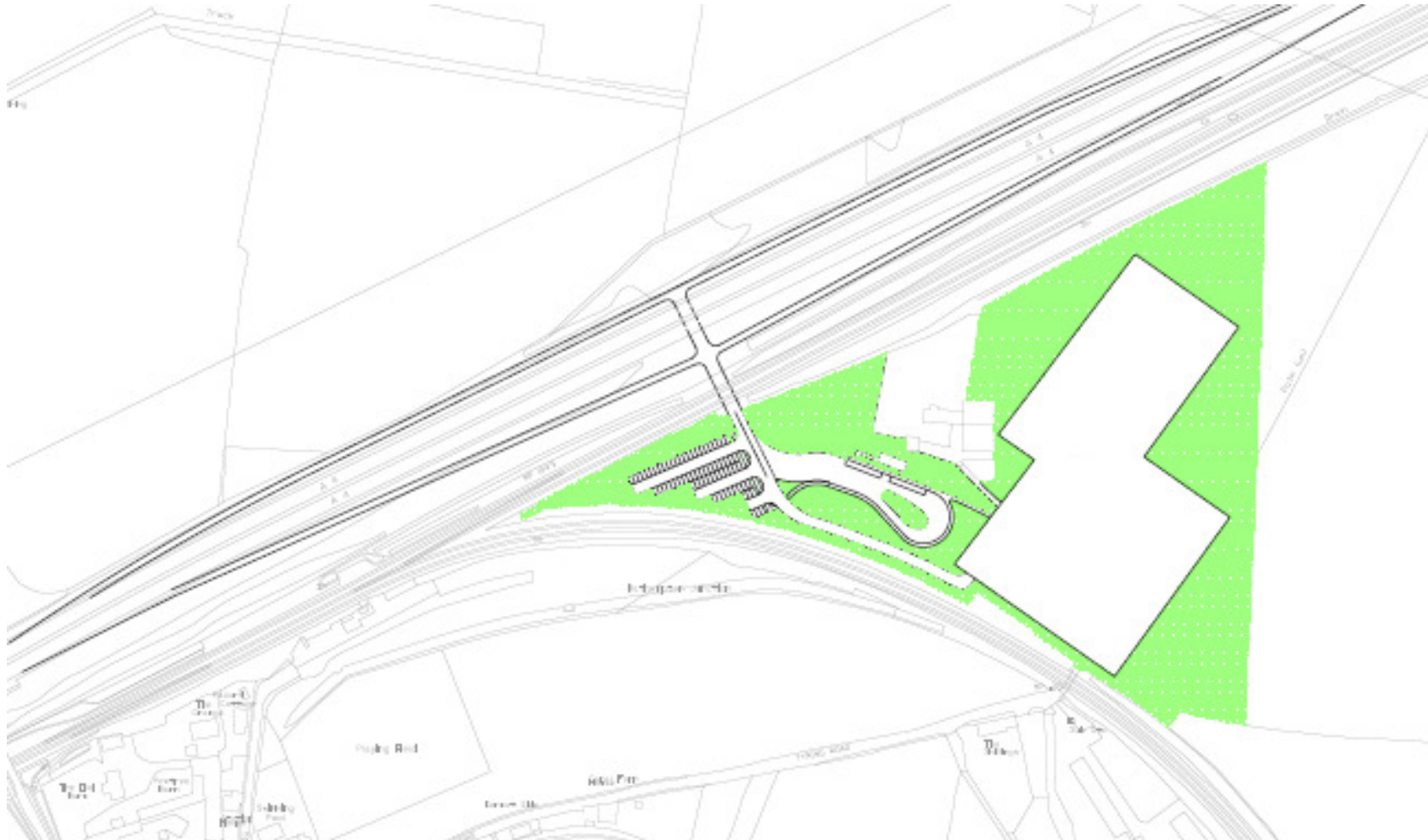
Site H+: Bathampton Junction

H+

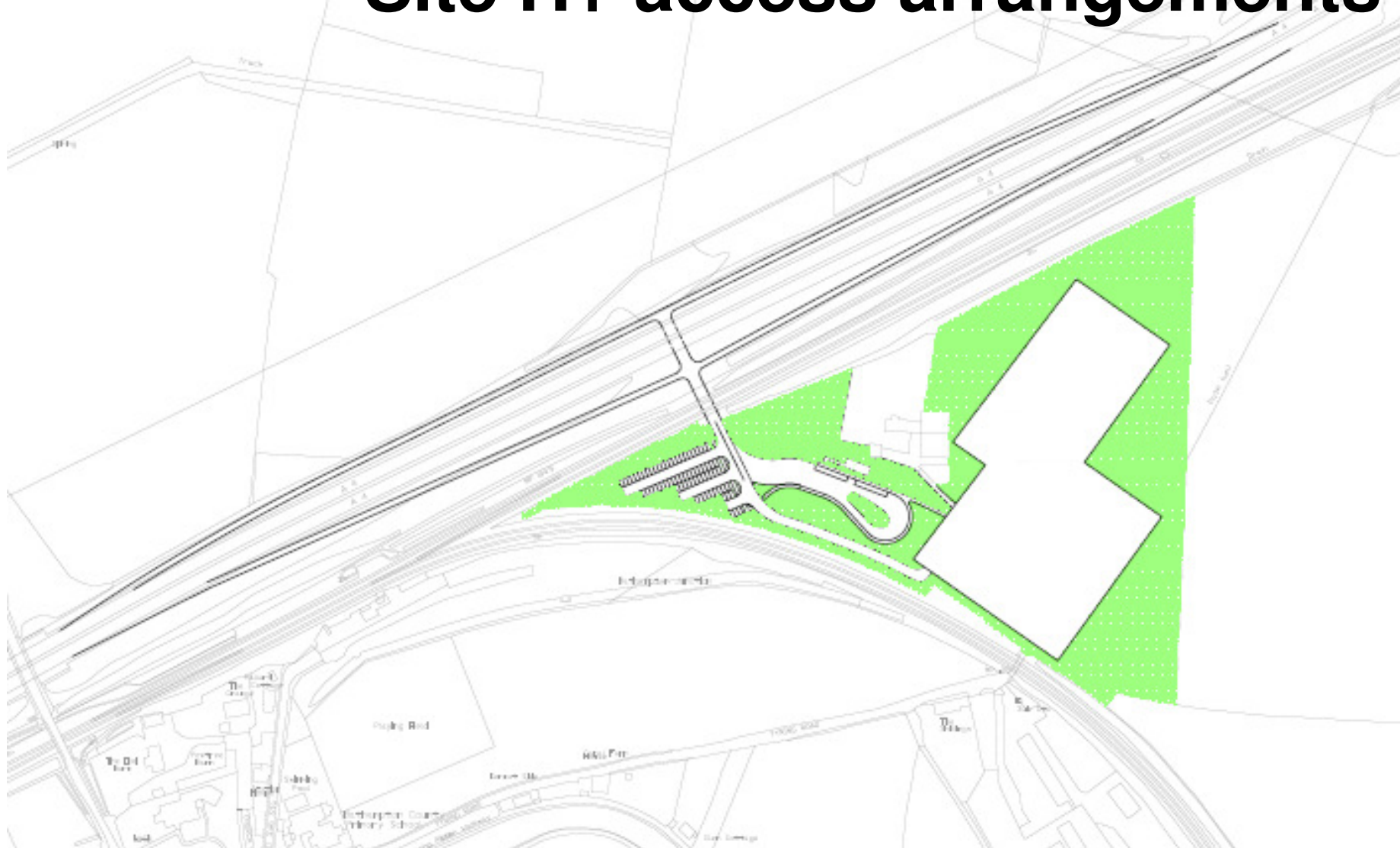
Site H+ indicative layout (open)



Site H+ indicative layout (structure)



Site H+ access arrangements



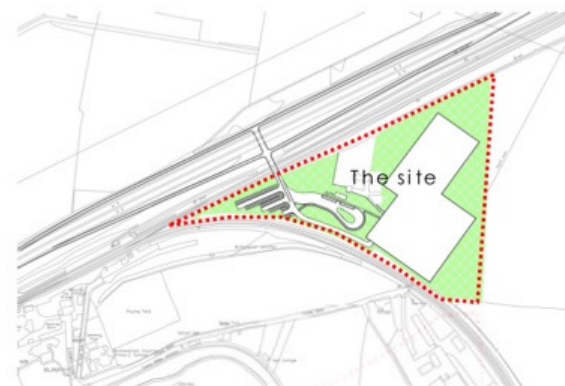
Park & Ride Options

Bath & North East
Somerset Council

Site H+ Bathampton Junction



Sketch

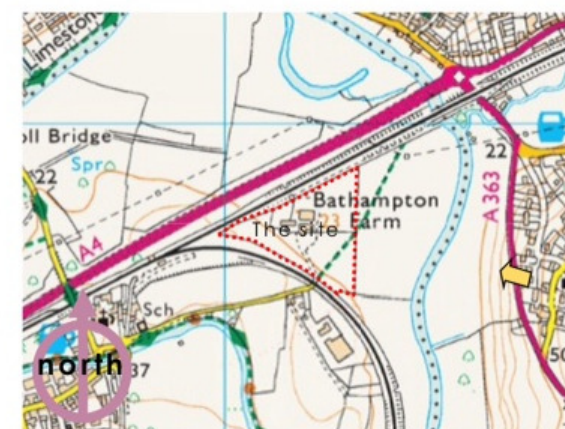


Proposals



Photograph

Oblique aerial view extracted from Google Earth



Location

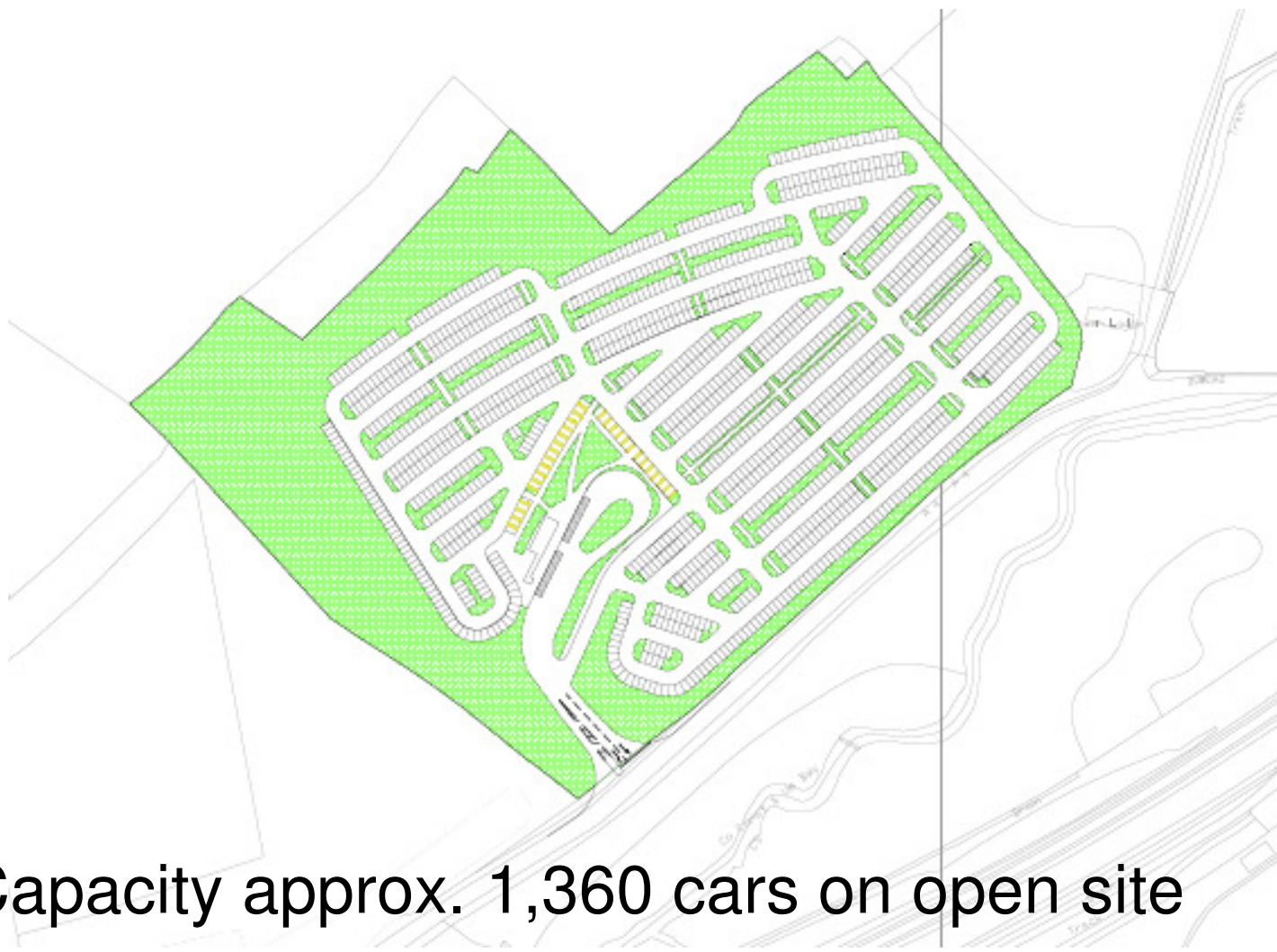
Shows general direction of sketch view

Please note that these diagrams are for illustrative purposes only & are not to scale.

Site H+

	The feasibility and deliverability of each site option;	The costs associated with each site option;	The transport benefits of each site option;	The visual impact of each site option.	Other environmental factors to consider
Site H+ Bathampton Junction bus based	Highway England & Network Rail approval required. Flooding Impact on Grade II LB. Land acquisition required.	£XXXm(minimum) – £51.4m (minimum decked) (excludes land purchase)	Site of adequate capacity for either surface (1,040 spaces) or multi-storey (650 spaces per level) car park. Forecast demand 1,245 vehicles per weekday. Does not preclude future option of being accessed additionally by rail.	High negative impact overall.	Flood risk Located in AONB Hard to mitigate and very difficult if decked

Site 10

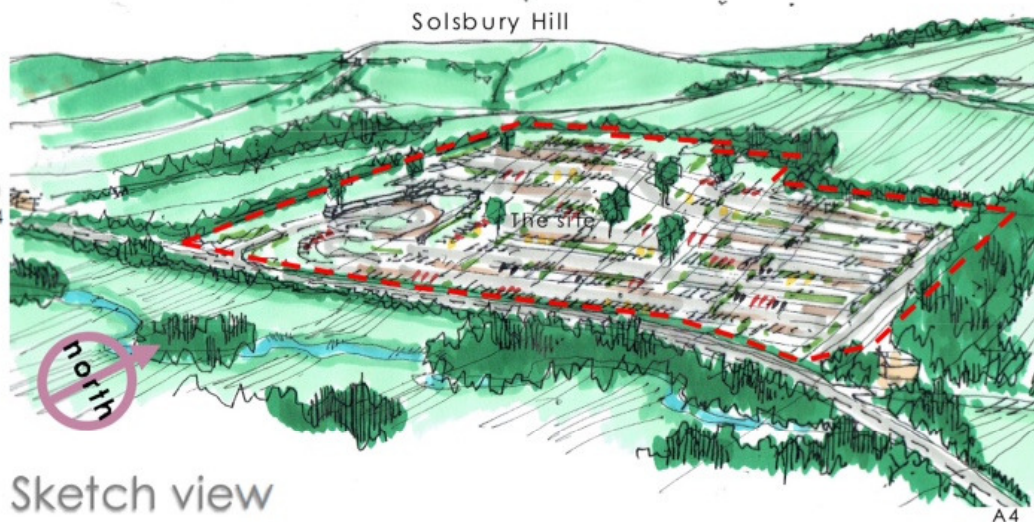


🚌 Capacity approx. 1,360 cars on open site

Park & Ride Options

Bath & North East Somerset Council

Site 10 Land west of Box Lodge



Sketch view



Proposals



Photographs



Location

Please note that these diagrams are for illustrative purposes only & are not to scale.

Site 10

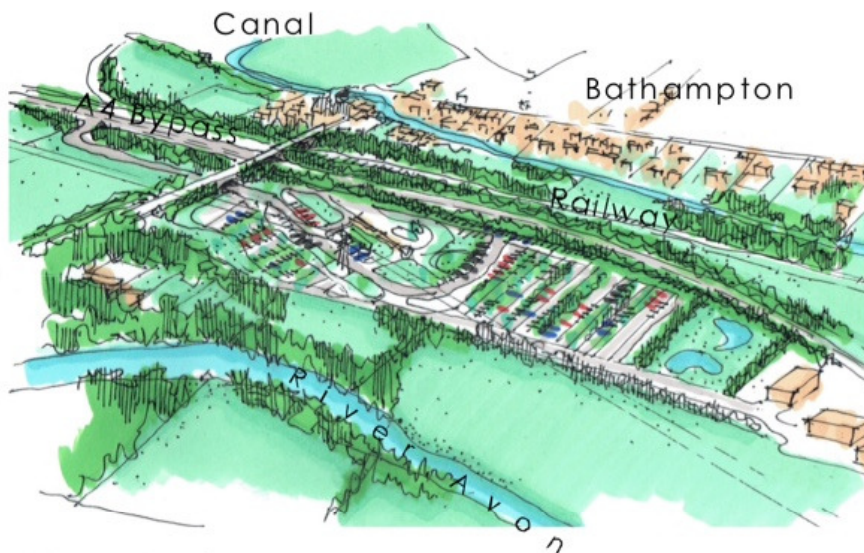
	The feasibility and deliverability of each site option;	The costs associated with each site option;	The transport benefits of each site option;	The visual impact of each site option.	Other environmental factors to consider
Site 10 Land west of Lower Lodge, Box Road	No approvals required from third parties to gain access. Site privately owned.	£XXXm (excludes land purchase)	Only serves A4 corridor but could be considered in conjunction with another site for A363 & A46 traffic. Forecast demand 500 vehicles per weekday. Capacity of up to 1,360 spaces.	High and negative overall given separation from settlement, rural setting in AONB & WHS setting	Hard to mitigate Located in AONB

Site B: land West of Mill Lane

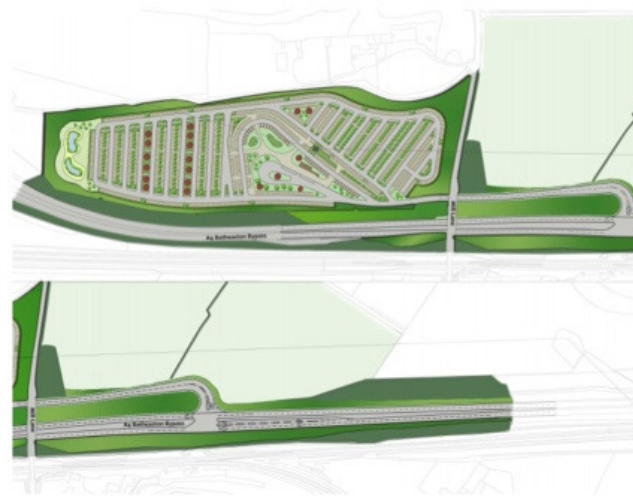


Park & Ride Options

Bath & North East Somerset Council



Sketch view



Proposals



Oblique aerial view extracted from Google Earth



Location

Please note that these diagrams are for illustrative purposes only & are not to scale.

Shows general direction of sketch view

Site B Land west of Mill Lane

Site B A4

	The feasibility and deliverability of each site option;	The costs associated with each site option;	The transport benefits of each site option;	The visual impact of each site option.	Other environmental factors to consider
Site B A4 Batheaston Bypass: land west of Mill Lane	Highways England approval required. Land acquisition required.	£XXXm (excludes land purchase)	Forecast demand 850 to 970 vehicles per weekday plus 370 to 430 vehicles per weekday with an additional RUH service (total 1,220 to 1,400 spaces). Capacity of up to 1,400 spaces.	High negative impact overall.	Limited opportunity to mitigate Not in AONB

Site F: Land East of Mill Lane



Park & Ride Options

Bath & North East
Somerset Council



Sketch view



Proposals



Photograph

Oblique aerial view extracted from Google Earth



Location

Shows general direction of sketch view

Site F Land east of Mill Lane

Please note that these diagrams are for illustrative purposes only & are not to scale.

Park & Ride Options



Proposals

Bath & North East
Somerset Council

Site F Land east of Mill Lane

Please note that these diagrams are for illustrative purposes only & are not to scale.

Site F

	The feasibility and deliverability of each site option;	The costs associated with each site option;	The transport benefits of each site option;	The visual impact of each site option.	Other environmental factors to consider
Site F A4 Batheaston Bypass: land east of Mill Lane	Highways England approval required. Site owned by Council	£XXXm	Forecast demand 850 to 970 vehicles per weekday plus 370 to 430 vehicles per weekday with an additional RUH service (total 1,220 to 1,400 spaces). Capacity of up to 1,400 spaces.	High negative impact overall.	Not in AONB

Site F+ Bathampton Meadow

Significant opportunity for Ecological enhancement



Park & Ride Options



Sketch view

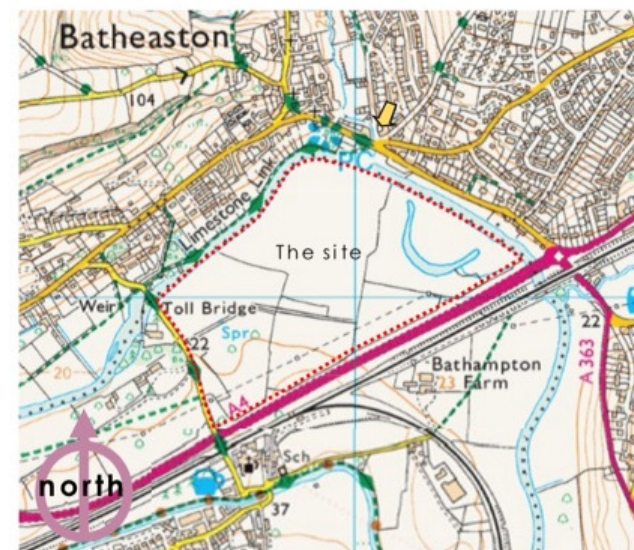


Photograph

Oblique aerial view extracted from Google Earth



Proposals



Location

Bath & North East
Somerset Council

Site F+ Land east of Mill Lane

Please note that these diagrams are for illustrative purposes only & are not to scale.

Park & Ride Options



Proposals

Bath & North East
Somerset Council

Site F+ Land east of Mill Lane

Please note that these diagrams are for illustrative purposes only & are not to scale.



Bath and North East Somerset – *The place to live, work and visit*

Site F+

	The feasibility and deliverability of each site option;	The costs associated with each site option;	The transport benefits of each site option;	The visual impact of each site option.	Other environmental factors to consider
Site F+ A4 Batheaston Bypass: land east of Mill Lane	Highways England approval required. Site owned by Council	£XXXm	As above	High negative impact reduced with mitigation	Not in AONB Ecological and landscape mitigation would reduce Green Belt and landscape impact and deliver biodiversity gain

Environment and Heritage scores

Sites	Landscape	Ecology	Archaeology	Heritage	Flood Risk	Air Quality	Green Belt	Opportunity to mitigate	Environment & Heritage combined
Site A+: Land west of A4/A46	RED	AMBER	RED	RED	NO	RED	AMBER*	RED	RED
Site B: Land west of Mill Lane	RED	AMBER	RED	RED	NO	GREEN	RED	AMBER	RED
Site F: Land east of Mill Lane	RED	AMBER	AMBER	RED	NO	GREEN	RED	AMBER	RED
Site F+: Land east of Mill Lane	AMBER	AMBER	AMBER	AMBER	NO	GREEN	AMBER	GREEN	AMBER
Site H+: Bathampton Junction	RED	RED	RED	RED	YES	GREEN	RED	RED	RED
Site 10: land west of Lower Lodge, Box Road	RED	AMBER	GREEN	GREEN	NO	AMBER	AMBER	AMBER	AMBER

Chart of Relative Landscape & Visual Harm on Completion (yr 0)

Page 222

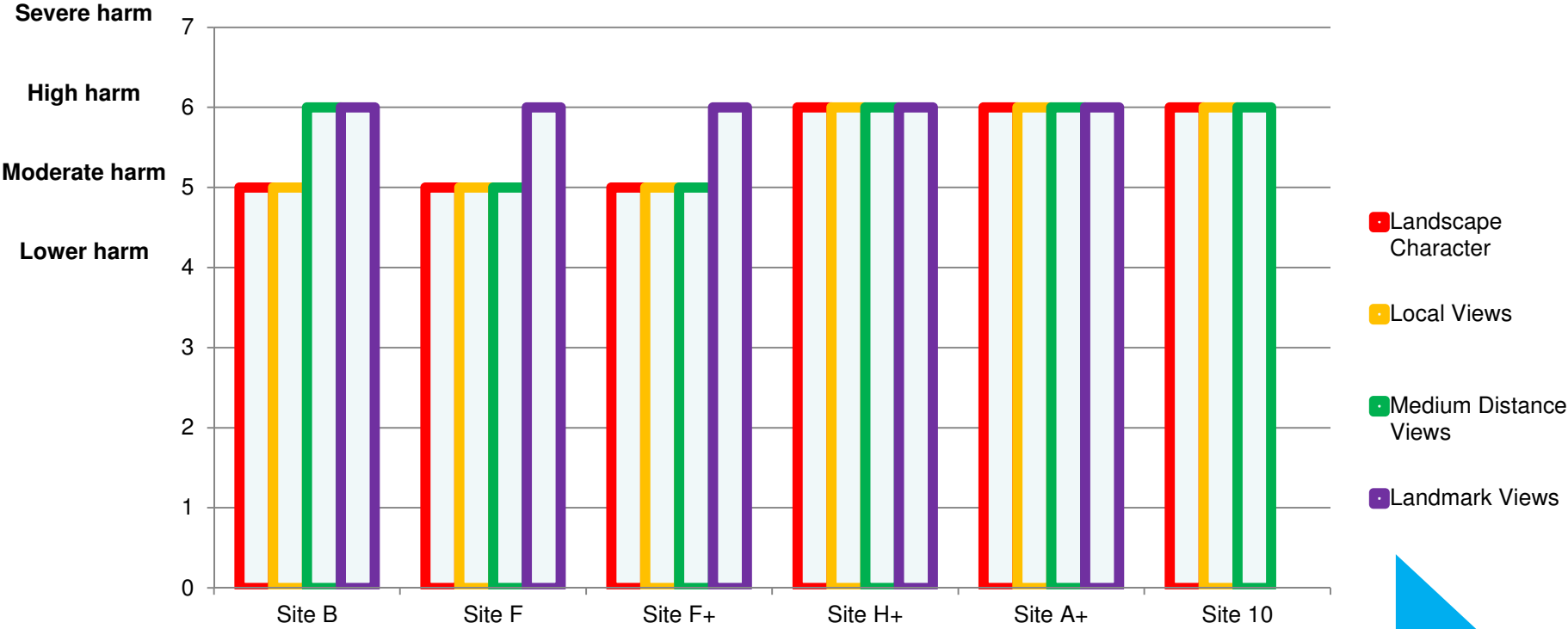


Chart of Relative Landscape & Visual Harm for Early Years (5-15)

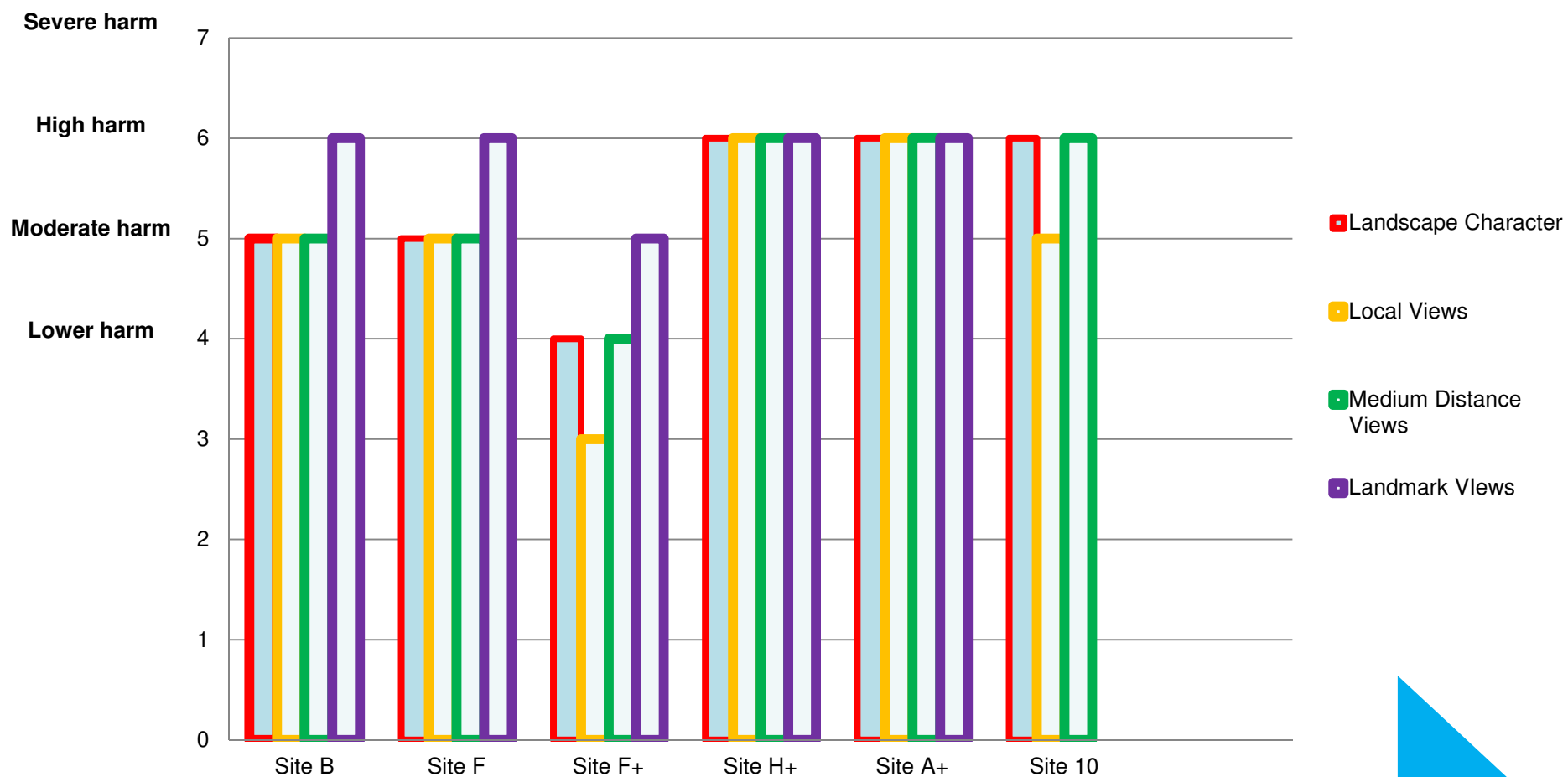
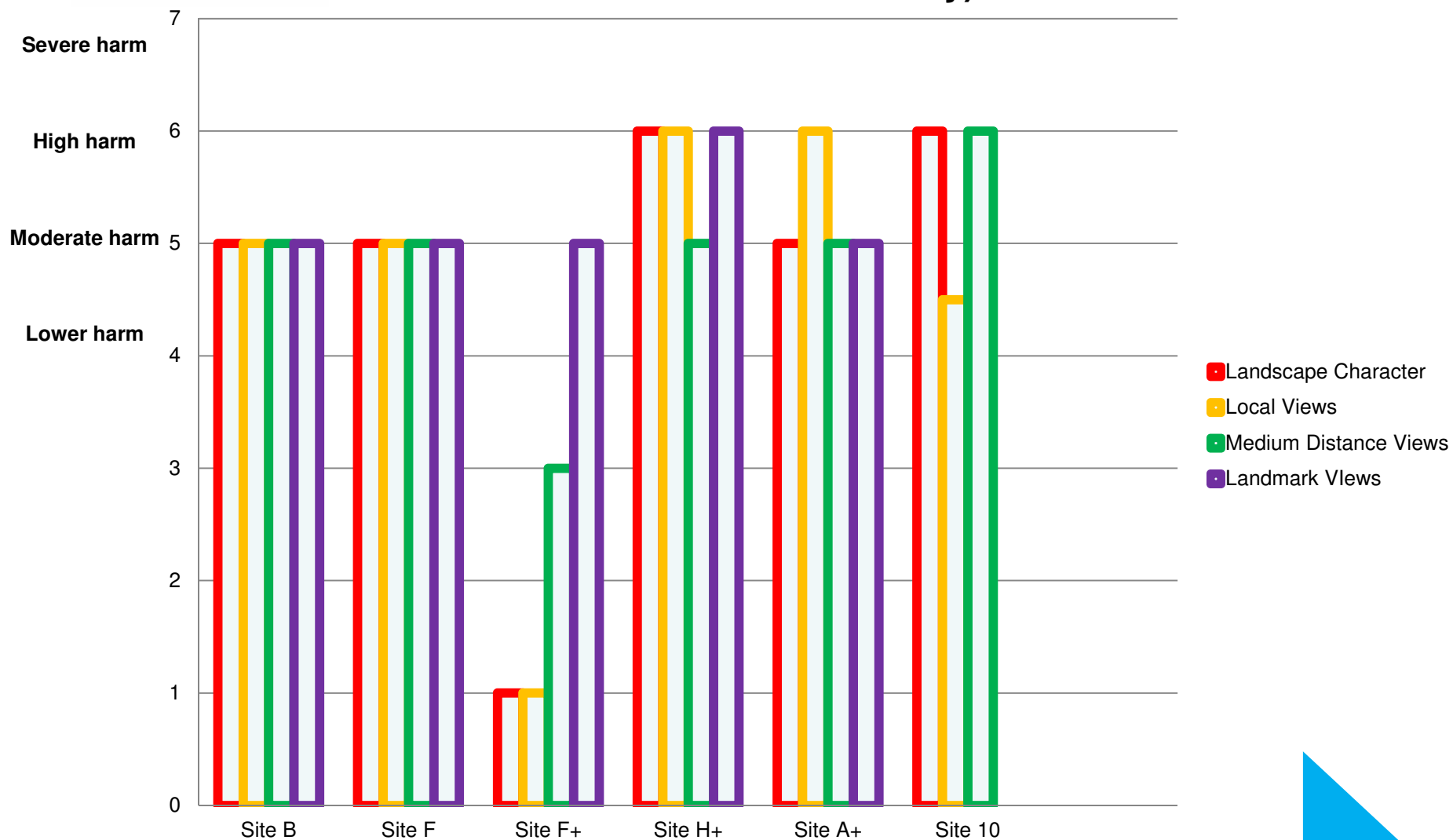


Chart of Relative Landscape & Visual Harm for Later Years (15 - Maturity)



The air quality issue...



...relates primarily to **NITROGEN DIOXIDE (NO₂)** because it exceeds the annual average national objective level of **40 micrograms per cubic metre** in **specific parts** of Bath and North East Somerset.

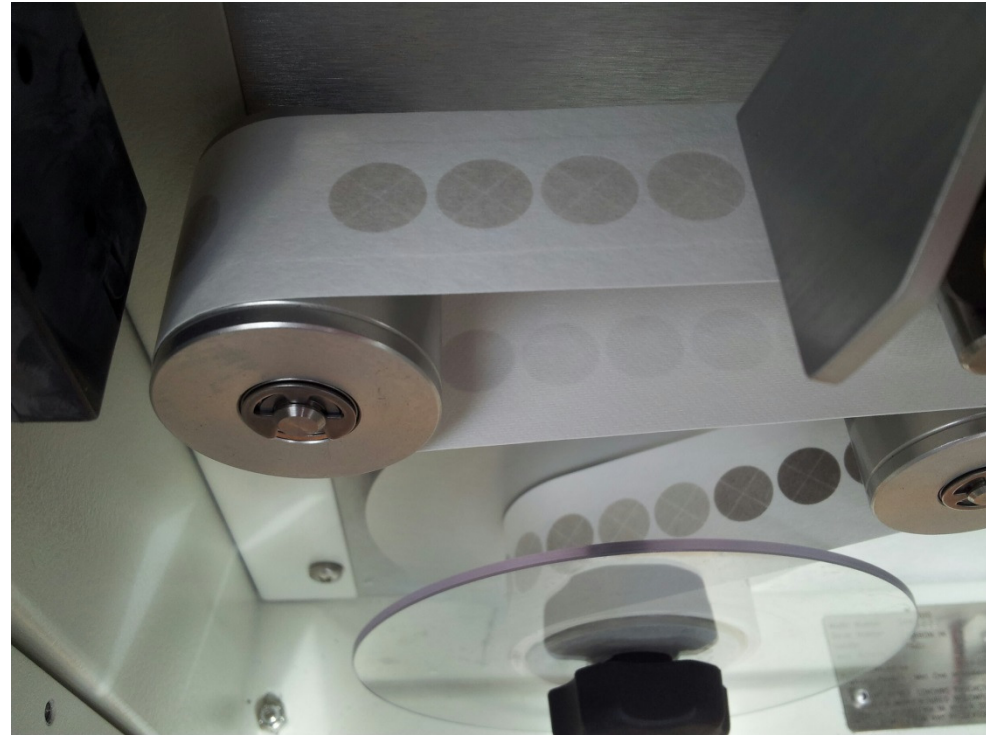
Monitoring network:

Automatic monitors in enclosures:

- London Road (Snow Hill)
NITROGEN DIOXIDE (NO₂), *PM₁₀*, *PM_{2.5}*
- London Road (Antiques shop)
NITROGEN DIOXIDE (NO₂)
- Guildhall
NITROGEN DIOXIDE (NO₂)
- Lower Bristol Road
NITROGEN DIOXIDE (NO₂), *PM₁₀*

Moveable automatic monitors:

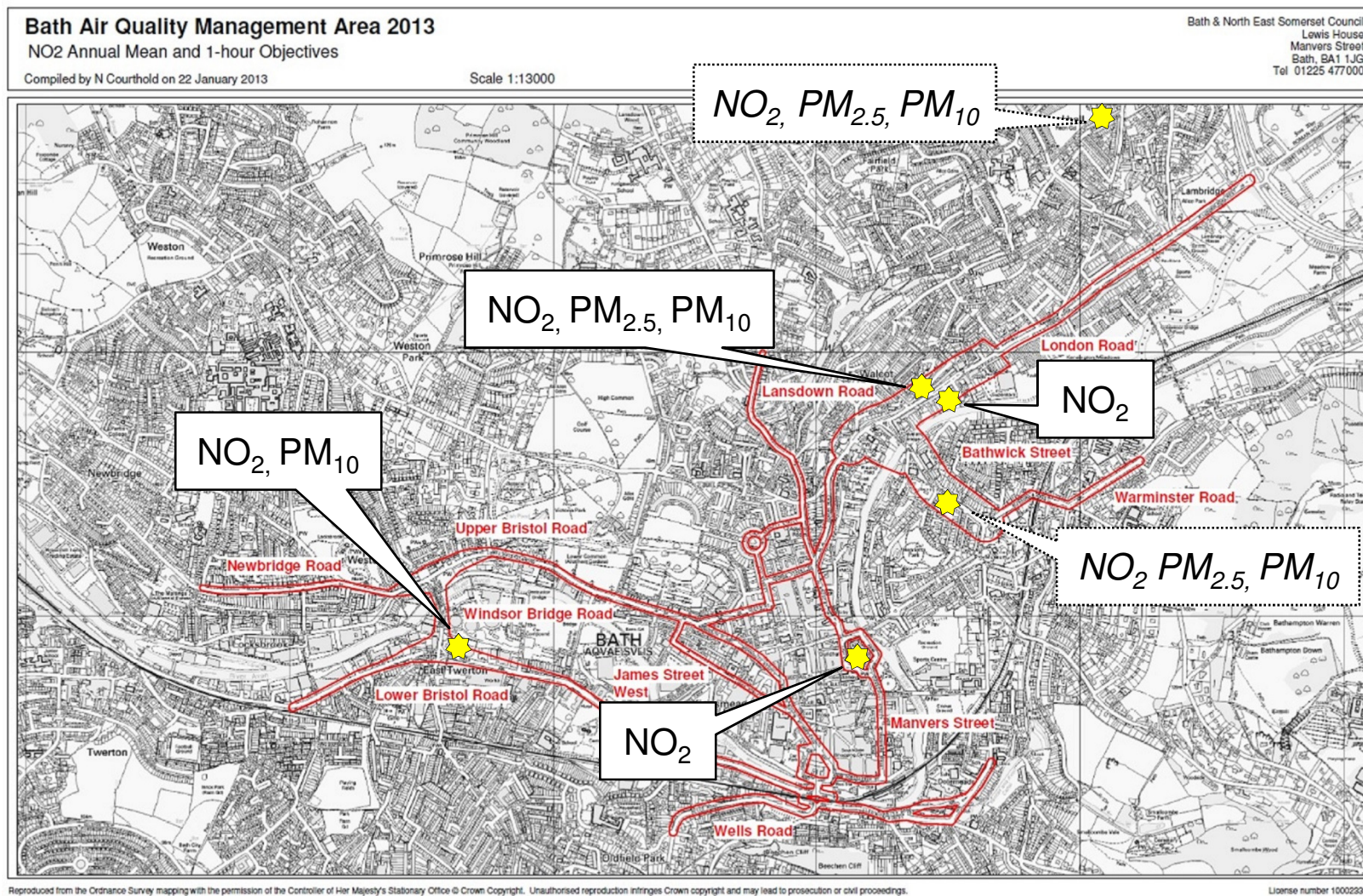
- Bathwick Street
- Larkhall schools (planned)
NITROGEN DIOXIDE (NO₂), *PM_{2.5}*, *PM₁₀*



NO₂ diffusion tubes:

- 60+ locations
- changed monthly for monthly average values

Automatic monitoring



Monitoring Sites

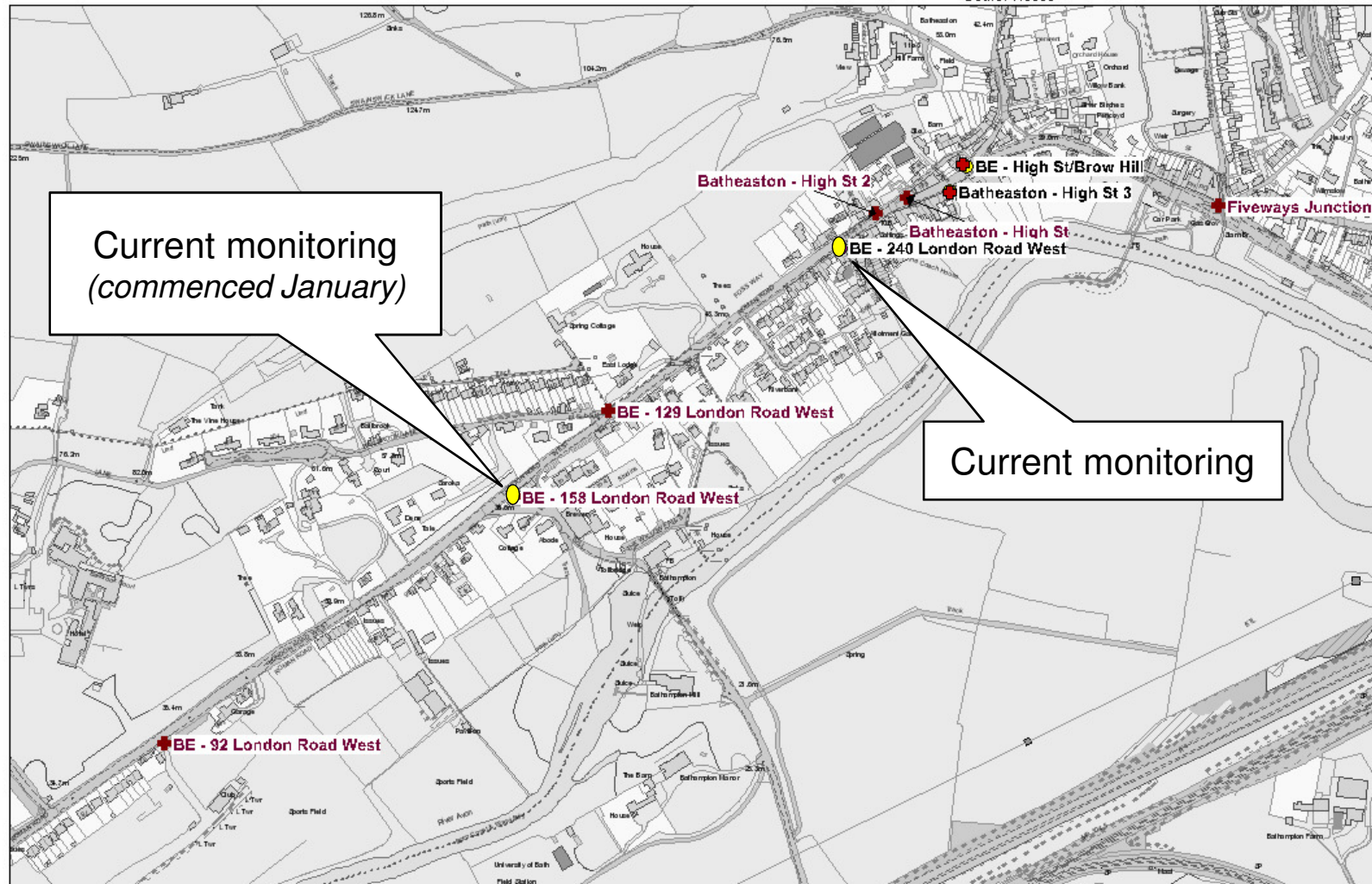
Batheaston

Author: N Courthold

Date: 16/03/2016

Scale: 1:6000

Bath & North East
Somerset Council

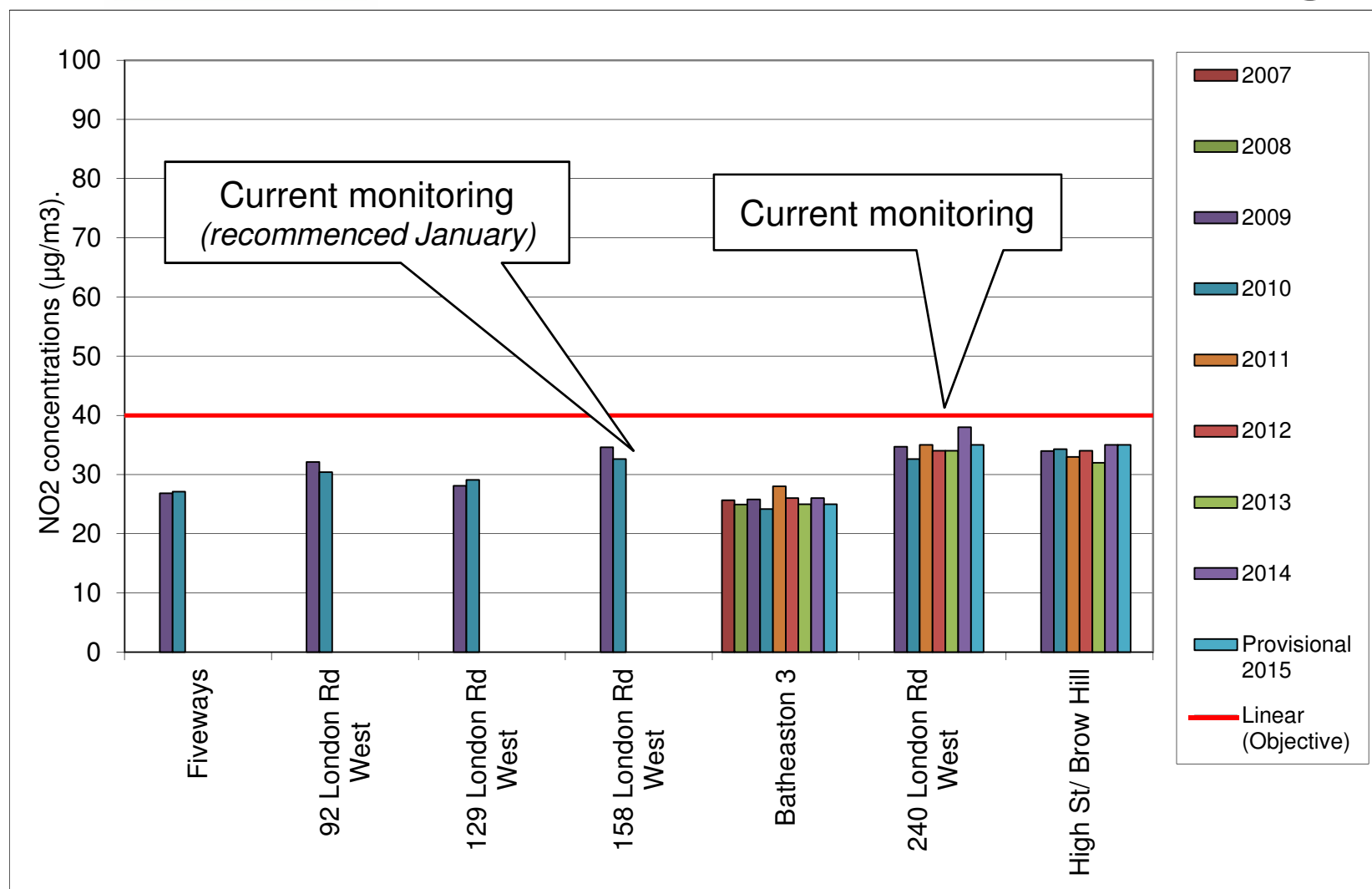


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Batheaston monitoring

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Thank you for listening
Any Questions?

Potential Park and Ride Sites

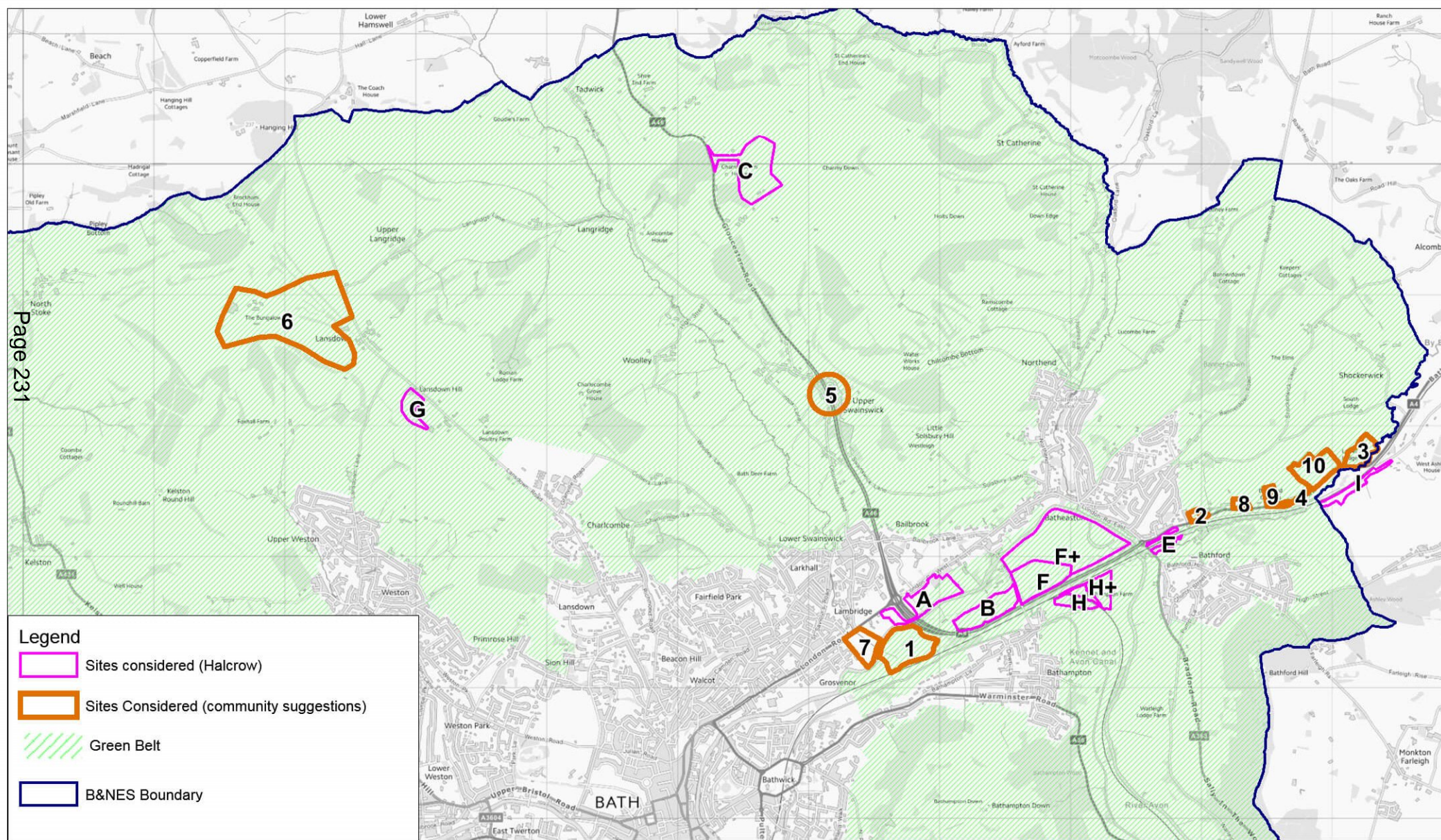
Sites shown against Green Belt

Compiled by MRL on 14 April 2016

Scale 1:40000



Bath & North East Somerset Council
Lewis House
Manvers Street
Bath BA1 1JG
Tel 01225 477000



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Potential Park and Ride Sites

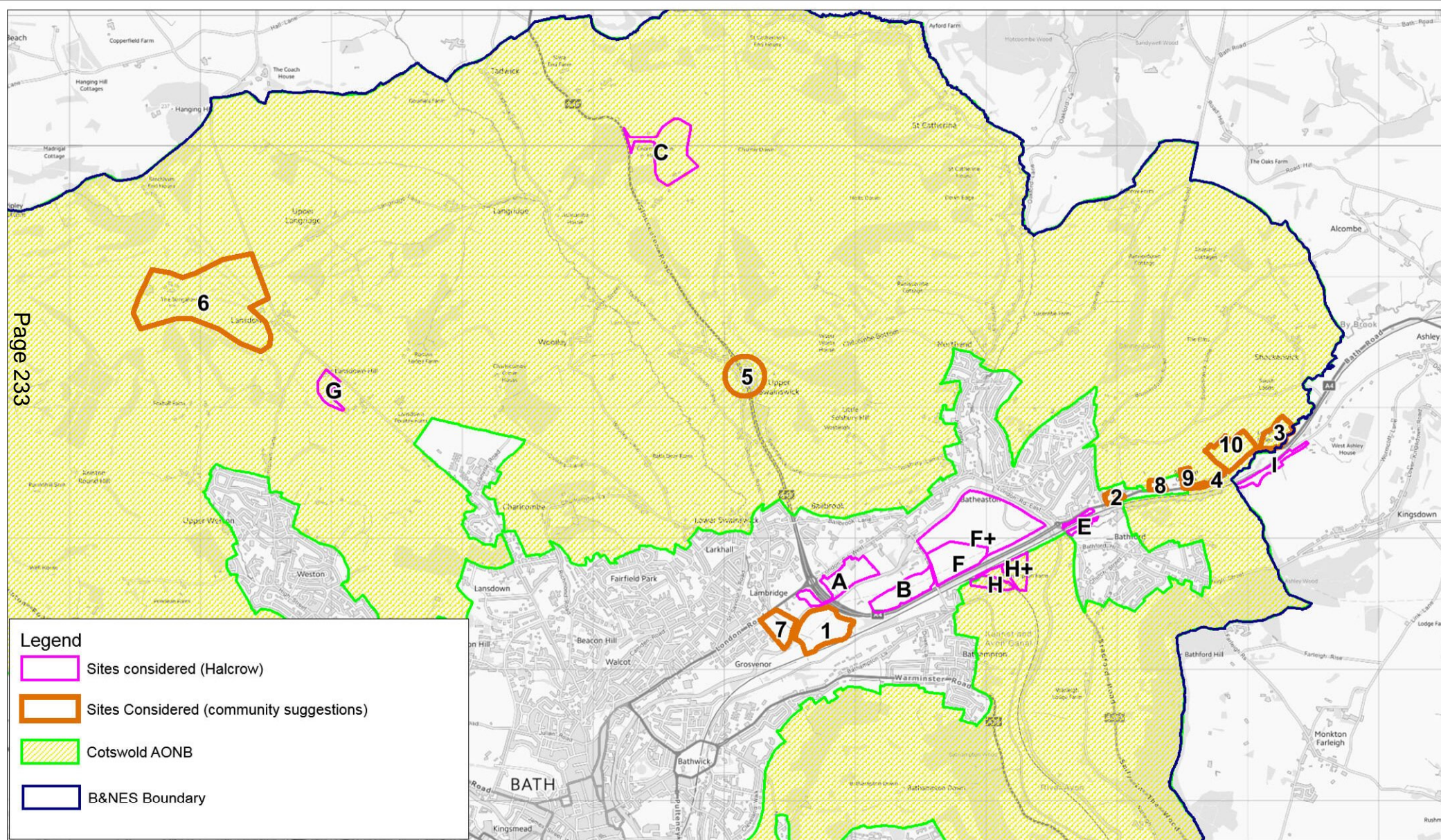
Sites shown against Cotswold AONB

Compiled by MRL on 14 April 2016

Scale 1:40000



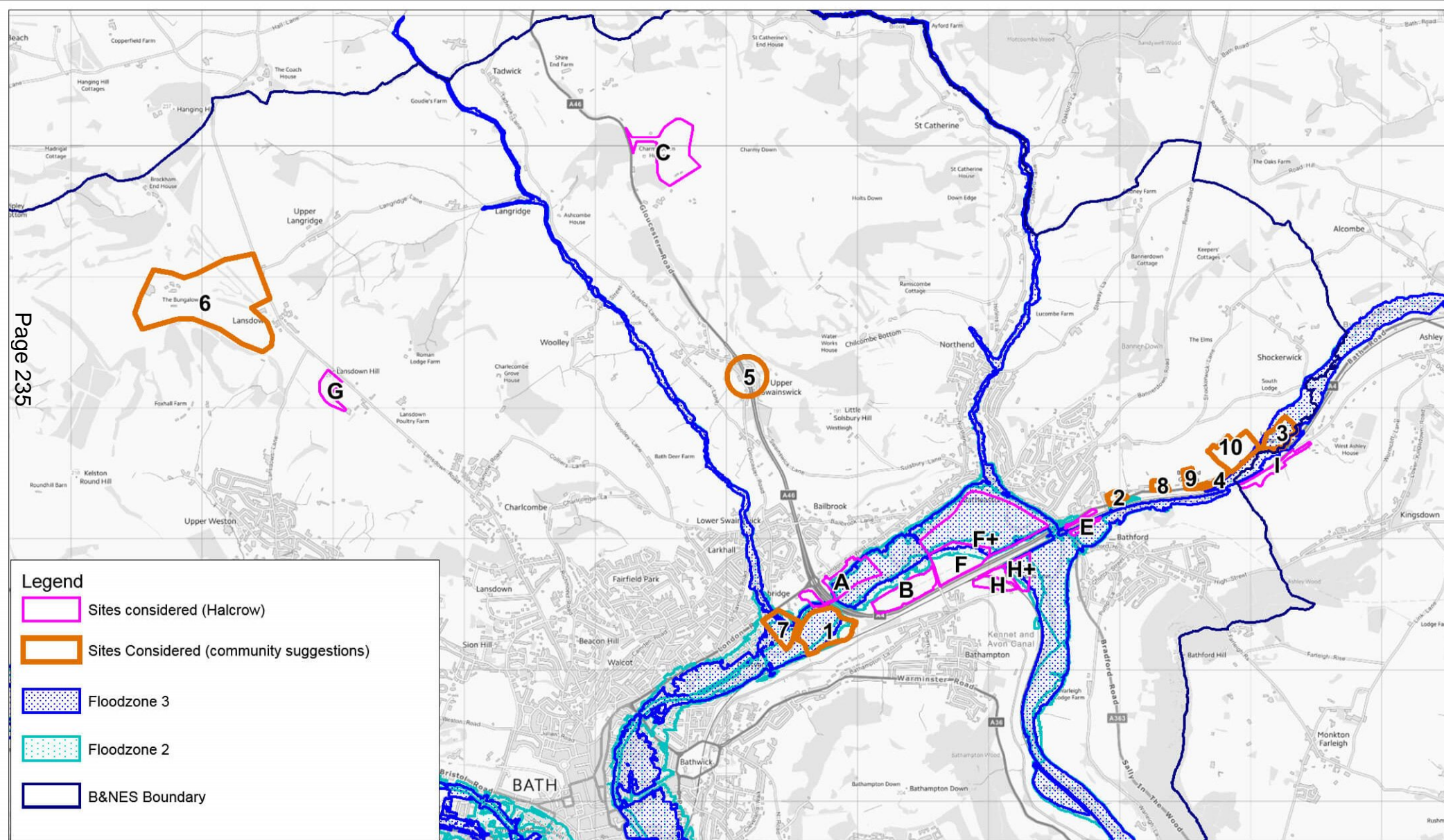
Bath & North East Somerset Council
Lewis House
Manvers Street
Bath BA1 1JG
Tel 01225 477000



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Compiled by MRL on 14 April 2016

Bath & North East Somerset Council
Lewis House
Manvers Street
Bath BA1 1JG
Tel 01225 477000



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Potential Park and Ride Sites

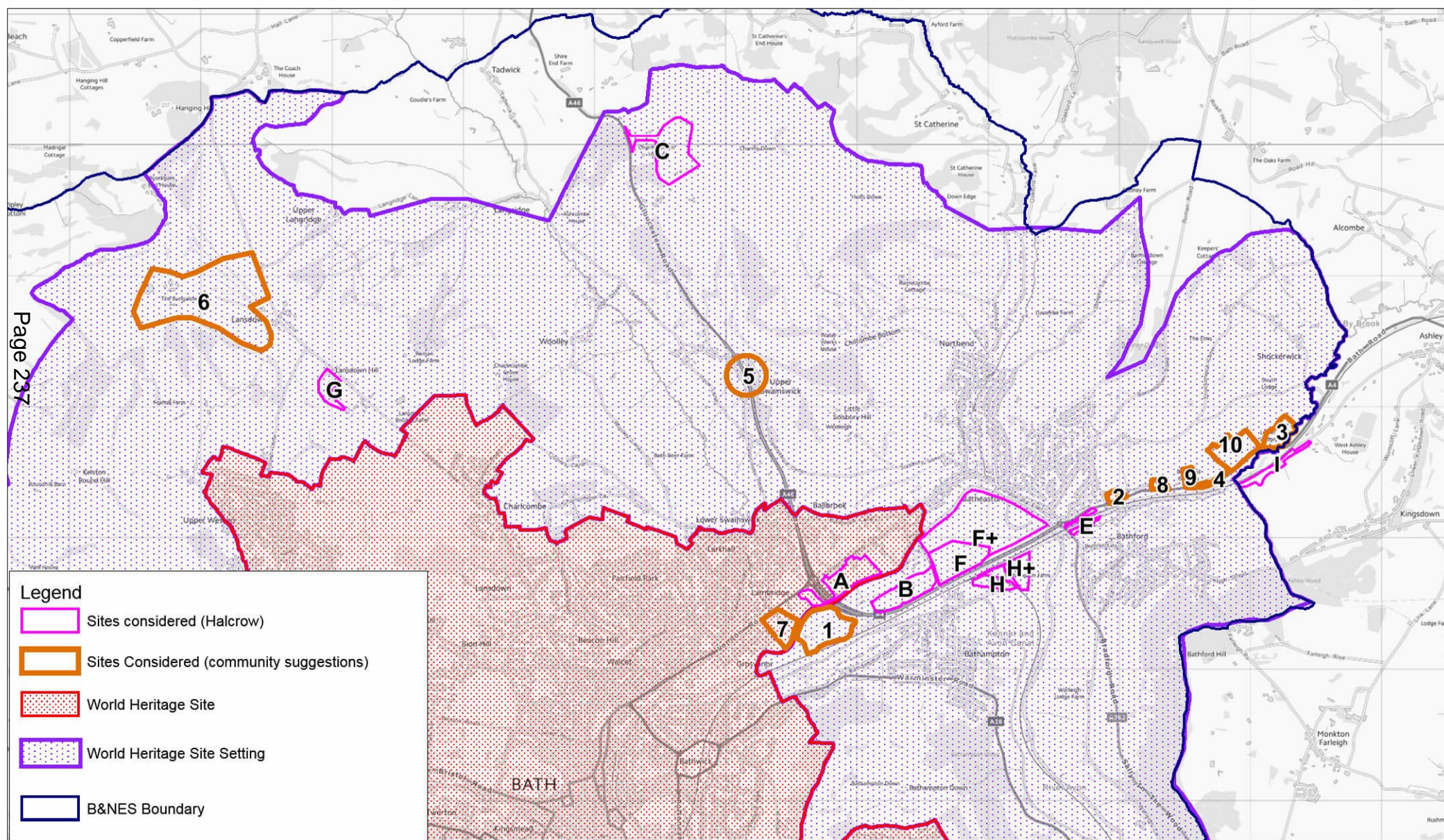
Sites shown against world Heritage site and WHS Setting

Compiled by MRL on 15 April 2016

Scale 1:40000



Bath & North East Somerset Council
Lewis House
Manvers Street
Bath BA1 1JG
Tel 01225 477000



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We are Bath and want a solution too!

1. Introductions

2. Background and Objectives

- a. Objectives : to allow the non B&NES political/professional community to present its views and evidence to Tim Warren as leader of B&NES on the recent Bath proposals to develop a Park and Ride to the east of Bath.
- b. Allow for a dialogue between the community and the transport professionals on the options for “the East of Bath”

3. Setting the scene – Including the background to the lead up to this meeting (meetings of the 5th and 12th and the resulting LDF and Scrutiny processes)

Louise Fradd

4. What do we know about the traffic problems in Bath? Fiona Meldrum

5. Bath P&R Usage analysis Andrew Lea

6. Air Quality Dr Nick Davey

Evidence

7. A summary

Discussion

BREAK (Tea and Coffee)

8. What now for Batheaston – The Legal Context

Annie Kilvington

9. A Way Forward – A Community proposal

Christine Boyd

10. Alternative Strategies

Mark Millar

11. Next Steps and wrap up

“An Evening with Tim”
Monday 1st February
2016 Time: 4PM – 7PM
Bailbrook House Hotel



The Alliance

A Community Report
In Response to B&NES' desire to build a Park and Ride on the Bathampton The Meadows
1st February 2016

East of Bath Park & Ride



The Process

Purpose of Meeting?

- » Listening to the Community's concerns and proposals
- » Ensuring that comments raised are linked into the right process Scrutiny and/or LDF

Council Resolution

On 12th November Council resolved two key points:

1. To call for the Communities, Transport and Environment Policy Development & Scrutiny Panel to undertake an open and transparent public scrutiny, examining a wide range of integrated transport solutions for the East of Bath'

Council Resolution

2. To ask that the cross-party Local Development Framework Steering Group review all the options for the location of an East of Bath Park & Ride prior to Cabinet selecting a preferred site early next year, giving due consideration to the following:

- » *Responses received to the consultation*
- » *Feasibility and deliverability of each site option*
- » *Costs associated with each site option*
- » *Transport benefits of each site option*
- » *Visual impact of each site option*

Scrutiny Update

Public Scrutiny Day 22nd March, Guild Hall
10.00am to 4.30pm, focussing on:-

- » Understanding the implications of the Bath Transport Strategy with regard to transport from the East of Bath
- » Having a clear understanding of the current transport strategy and analysis undertaken on Baths Park & Rides.

Scrutiny Update

- » Listen to best practice examples and consider the advantages and disadvantages of different options
- » Collectively develop a range of integrated transport options, prior to a report being presented to Cabinet for consideration

LDF Update

- » Purpose and membership of meeting agreed(December)
- » Local Ward Member involvement
- » Tour of sites (January)
- » Setting the context meeting (January)
- » Site analysis meetings (February)

Next Steps

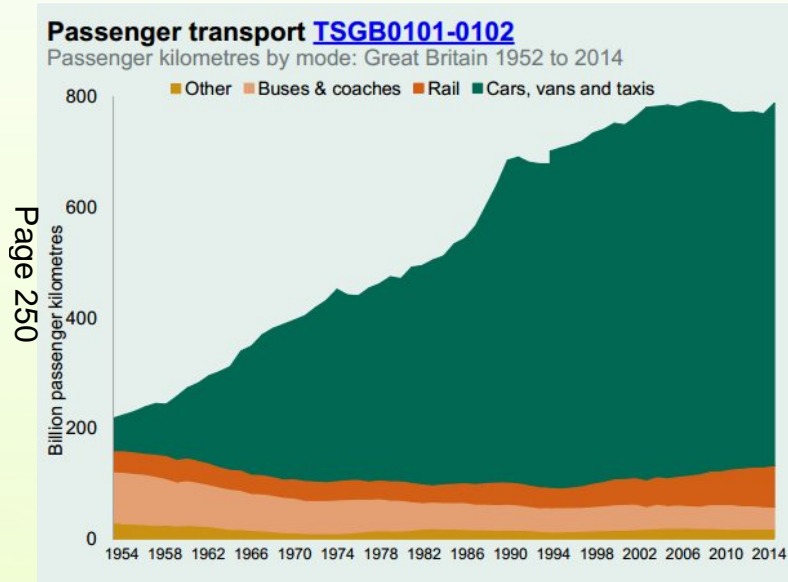
Ensure your proposals and concerns are fed into the LDF Steering Group and the Public Scrutiny Day, by providing us with your alternative site proposals and your integrated transport solutions

2016 Community proposal for transport solutions East of Bath

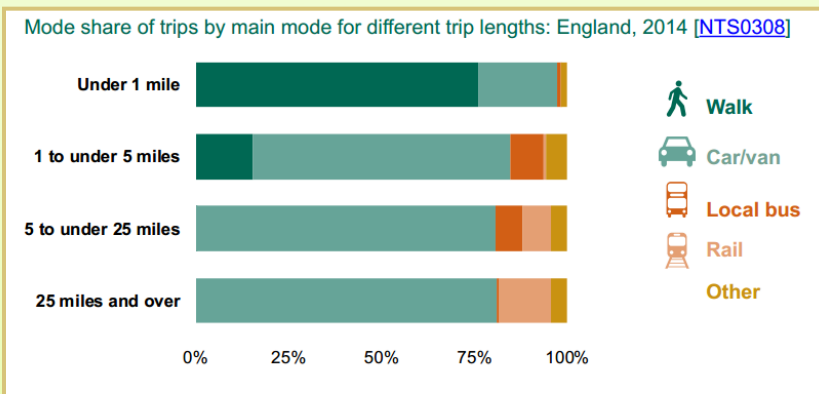
Section 4: What do we know about the traffic problems in Bath? Fiona Meldrum



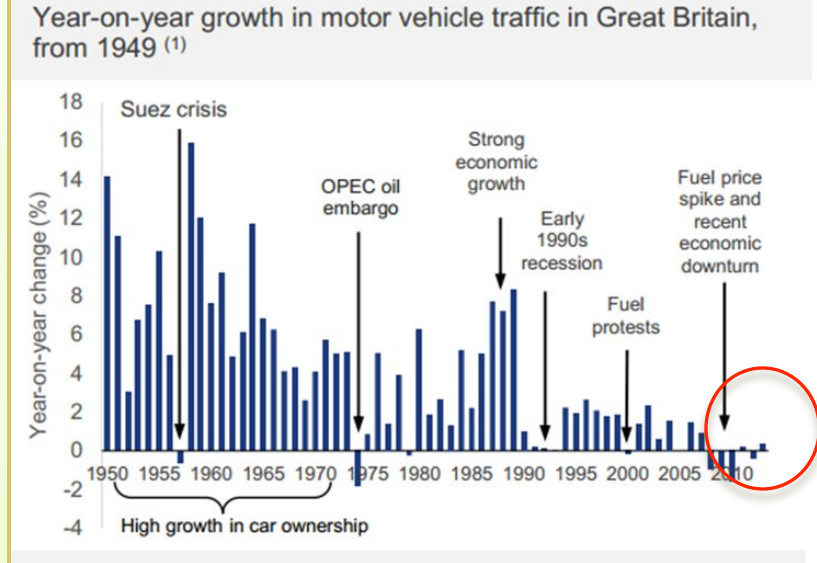
The UK has a dependency on the car and we are seeing y-o-y growth in the car travel once again



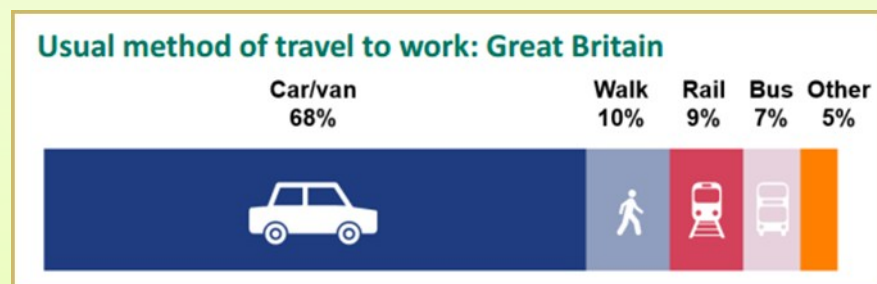
Dept for Transport Statistics Guide GB 2014



Dept for Transport National Travel Survey GB 2014



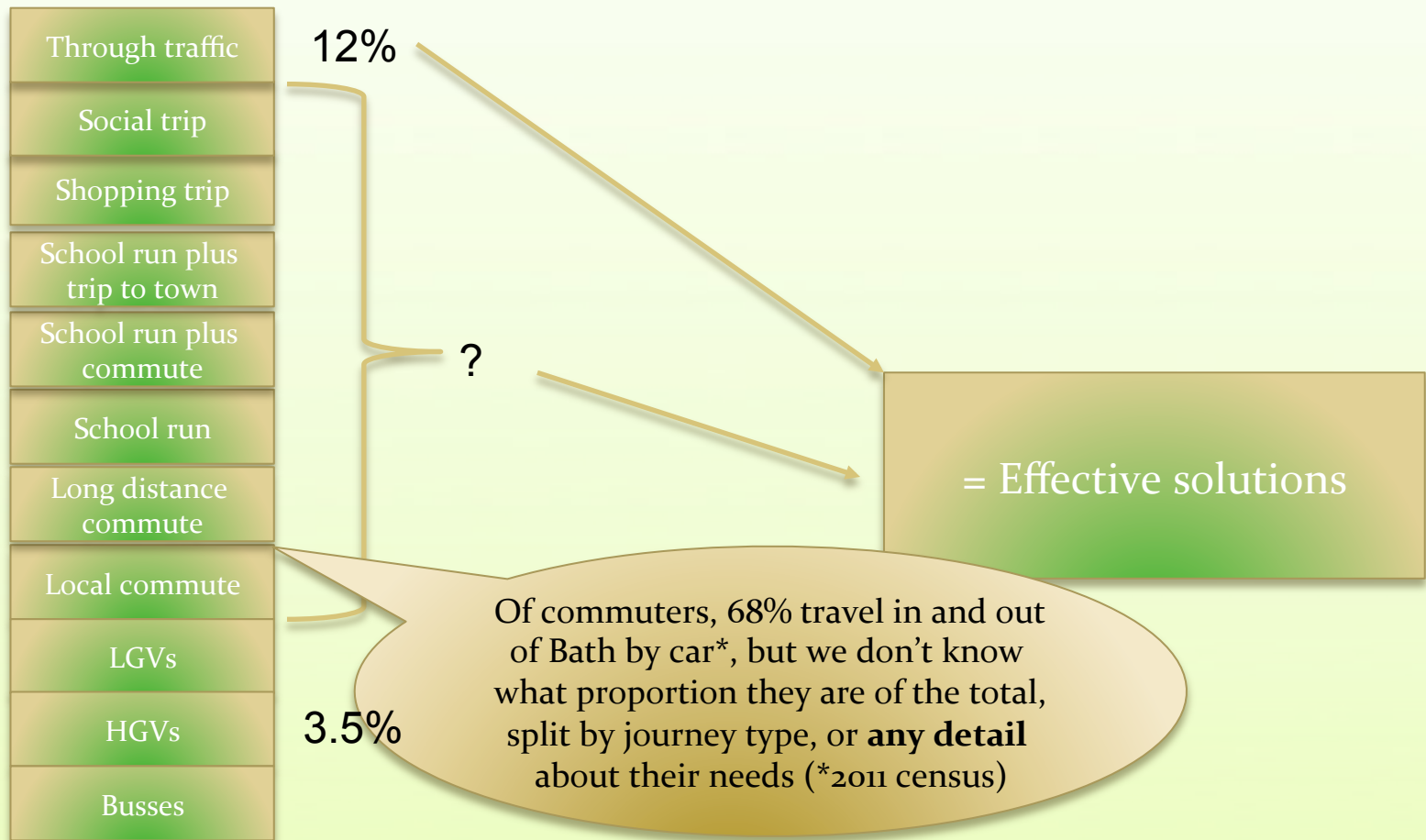
Dept for Transport strategic-road-network-statistics autumn review 2015



Dept for Transport Statistics Guide GB 2014

More locally, where is the accurate picture of traffic patterns in Bath and the surrounding villages?

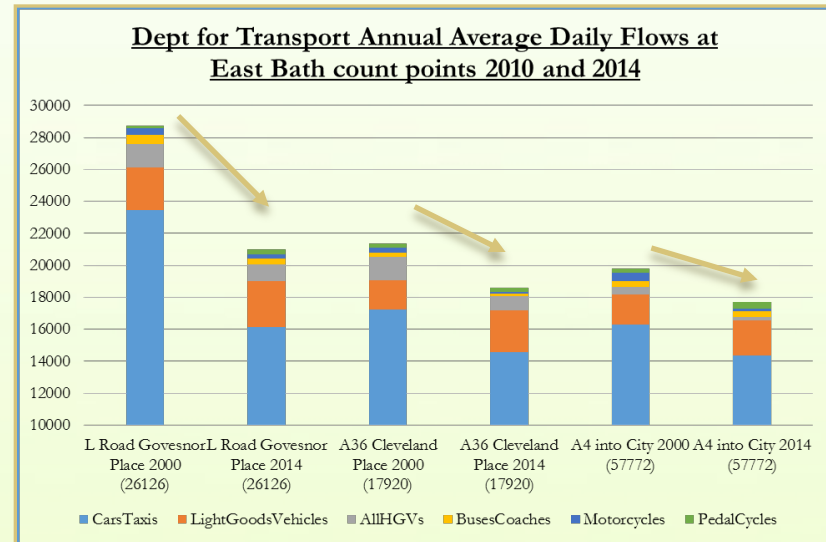
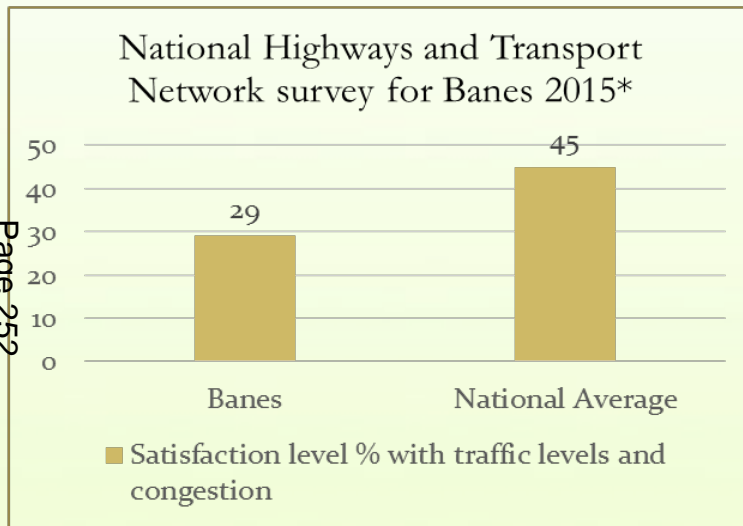
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How can we plan effectively to reduce the volume of traffic or change specific behaviours without it?

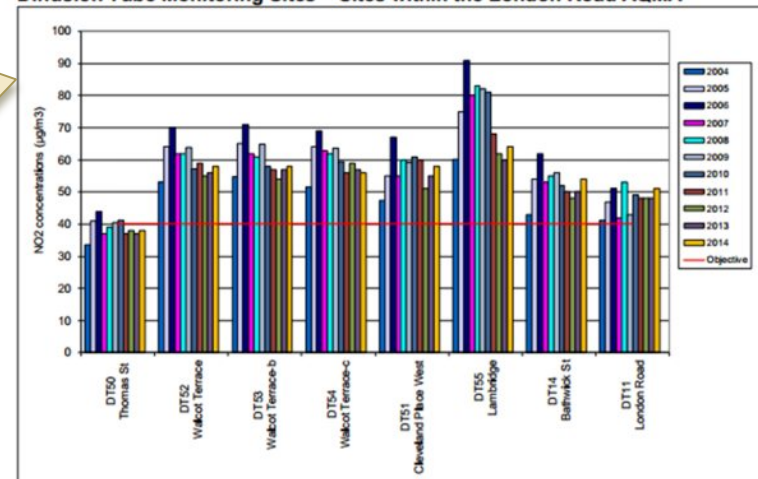
Residents remain rightly unhappy about the consequences of congestion and air pollution

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"It seemed a moral obligation to do something to improve the air quality in this part of East Bath and indeed the whole city" Fiona Williams Larkhall-based clean air campaigner

Figure 2.4 Trends in Annual Mean Nitrogen Dioxide Concentration Measured at Diffusion Tube Monitoring Sites – Sites within the London Road AQMA



And residents to the East aren't happy either - they deserve their own focus

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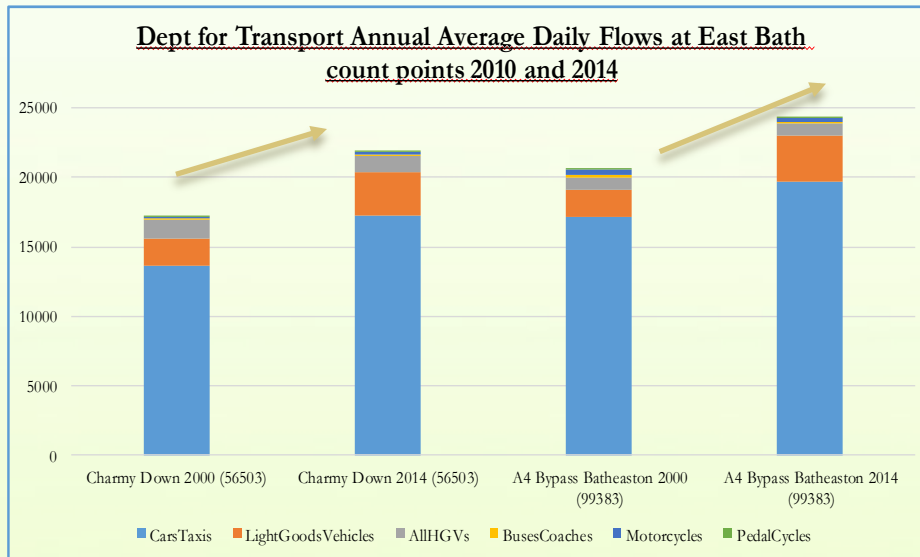
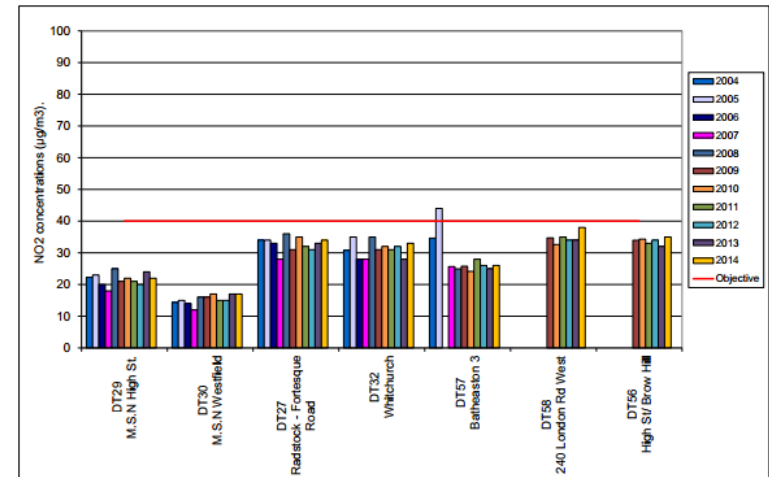
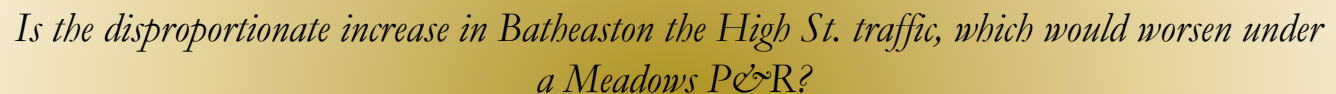


Figure 2.7 Trends in Annual Mean Nitrogen Dioxide Concentration Measured at Diffusion Tube Monitoring Sites – Sites outside Bath



Air Quality Monitoring Results for Batheaston 2010 - 2014

Site ID	Site Name	Site Type	Within AQMA?	Annual Mean Concentration ($\mu\text{g}/\text{m}^3$) - Adjusted for Bias				
				2010 (Bias Adjustment Factor = 0.90)	2011 (Bias Adjustment Factor = 0.89)	2012 (Bias Adjustment Factor = 0.95)	2013 (Bias Adjustment Factor = 1.01)	2014 (Bias Adjustment Factor = 1.07)
DT58	Batheaston – 240 London Road West	Roadside	N	33	35	34	34	38
DT56	Batheaston – Brow Hill	Roadside	N	34	33	34	32	35
DT57	Batheaston – High St 3	Roadside	N	24	28	26	25	26



Given the increase in traffic, AQMA maps suggest it is only a matter of time before this spreads East

Air Quality Management Area NO2 Annual Mean

Compiled by N Counthold on 12 October 2004

Scale 1:8000

2004

Bath & North-East Somerset Council
Trenkridge House
Tren Street
Bath BA1 2DP
Tel: 01225 477000



Amended Air Quality Management NO2 Annual Mean

Compiled by N Counthold on 24 October 2005

Scale 1:1



Amendments to A NO2 Annual Mean

Compiled by N. Counthold on 20 Feb



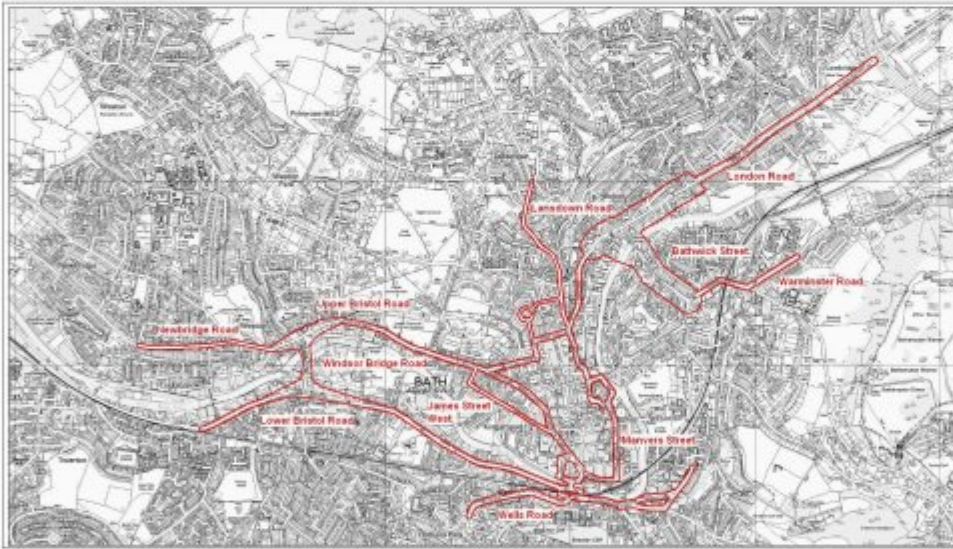
Bath Air Quality Management Area 2013 NO2 Annual Mean and 1-hour Objectives

Compiled by N Counthold on 22 January 2013

Scale 1:15000

2013

Bath & North-East Somerset Council
Lewins House
Market Street
Bath, BA1 1UD
Tel: 01225 477000



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There is seemingly no plan to bring congestion down to EU limits

Transport Strategy

Table 4.1 Targets

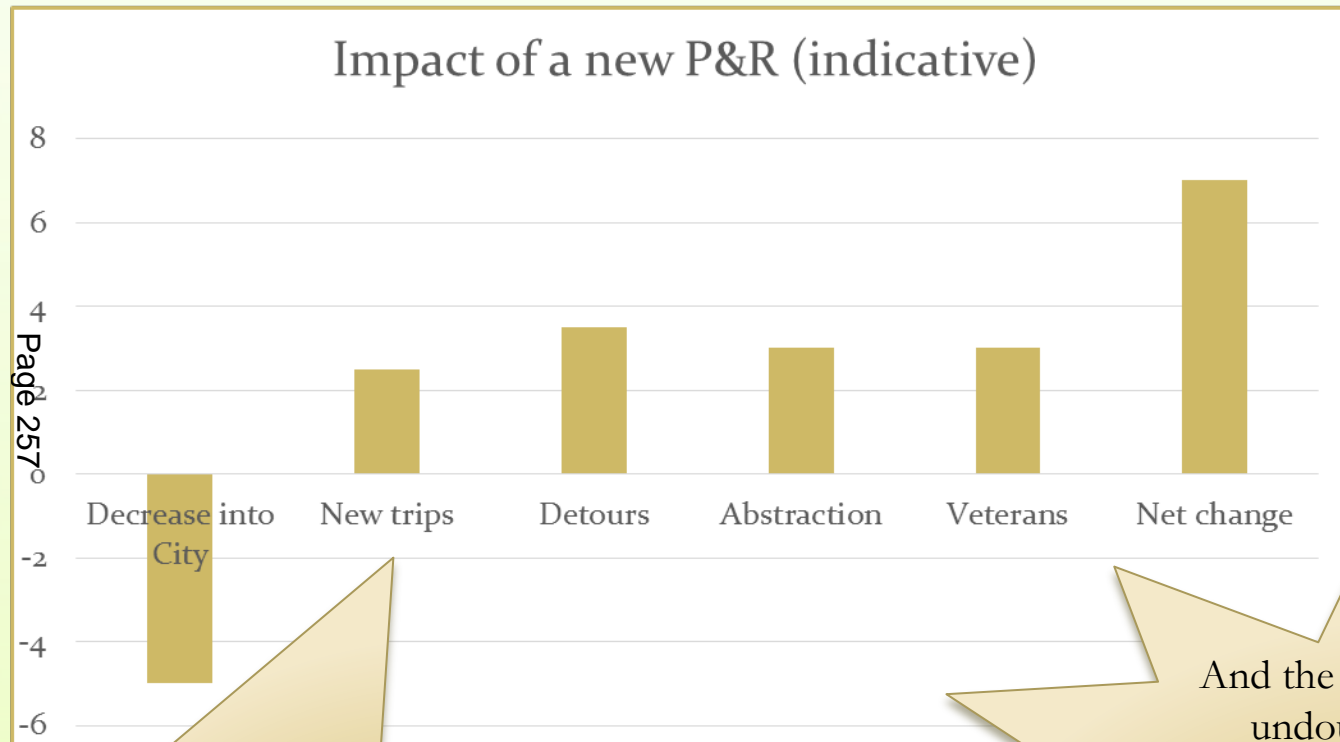
Mode	Target	Comment
Walking	8% Increase by 2020 from 2015 baseline	
Cycling	22% increase by 2020 from 2015 baseline	Using annualised index (B&NES wide)
Bus passengers	2.5 % increase by 2020 from 2015 baseline	Growth in patronage (B&NES wide)
Rail passengers	16% increase by 2020 from 2015 baseline	ORR data for Bath Spa and Oldfield Park Station usage

- These seem more like aims than targets
- From what base will they be measured?
- '+2.5% bus passengers' in a climate of falling fare-paying passengers. Is this at all challenging?
- Where is a target to reduce car travel (by type of journey and by location)?
- What are the factors that will actually change behaviour?
- These are at best unquantified aims

Air Quality Management Plan

- Not focused on congestion
- 16 actions
- 5 targets that it is stated would reduce emissions in the AQMA
- 1 assessed in 2015 as having had a quantifiable impact on the AQMA during the plan's duration
- Next plan due to be in effect 2016-2020 – not published yet
- Meant to reduce NO2 and PM emissions by 5% pa

Park and rides do not solve the traffic issues they are meant to - here's why...



"Just because you put in park and cycle you don't know what behaviour this will change. We love our cars. I'll get in my car to drive to the car park then cycle on the flat, rather than just cycle"
Batheaston resident

And the London Road undoubtedly has suppressed demand on top, negating the decrease into the City

Don't just take my word for it... this comes from academics and other cities

Academic comments on city-fringe type park and rides

- Fewer than one out of every two P&R users is a *target group* user who would have otherwise driven into the city (Zijlstra, Vanoutrive and Verhetsel 2015)
- Where a new P&R is provided, up to one third of the total users can be P+R veterans, ie they have switched from another P&R site (Zijlstra, Vanoutrive and Verhetsel 2015)
- It is concluded that the main effect of the schemes is traffic redistribution, and that their role within traffic restraint policies is unlikely to be directly one of traffic reduction (Zijlstra, Vanoutrive and Verhetsel 2015 on Parkhurst (2000, p. 159))
- City fringe type facilities therefore lead to an increase in Vehicle Km Travelled. The results range from about 1 to 4 additional kilometres per P+R user. (Zijlstra, Vanoutrive and Verhetsel 2015)

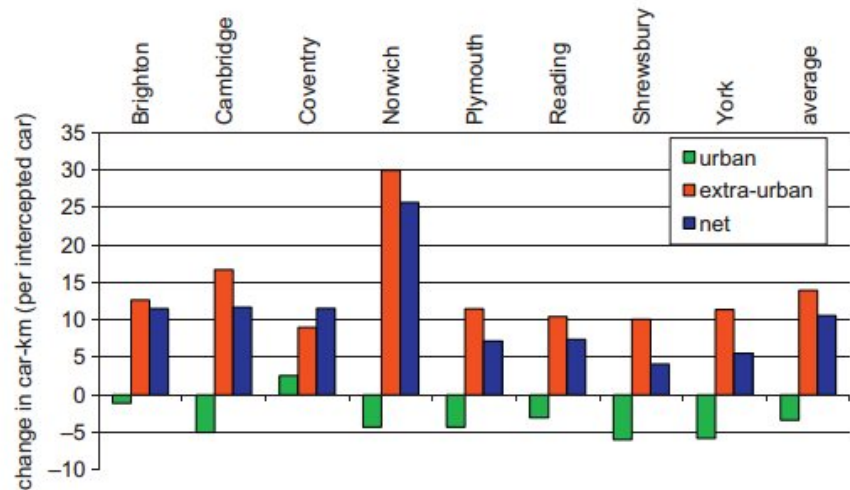


Fig. 1. Changes in Traffic Arising from P&R Implementations for Eight UK Cities. Source: Data from Parkhurst (2000a, Table 8).

- Take serious note of the growing list of cities, including Oxford, York, and Sheffield who have reported a move away from park and rides as a solution. Poole, Portsmouth and Worcester have closed sites due to lack of economic viability

Applying these effects to East Bath would take only 1,000 cars off the road, not 2,000

And who would actually use this park and ride anyway?

‘Around half of those who use park and rides are commuters’ – how does this 2009 study compare with bus usage profiles?

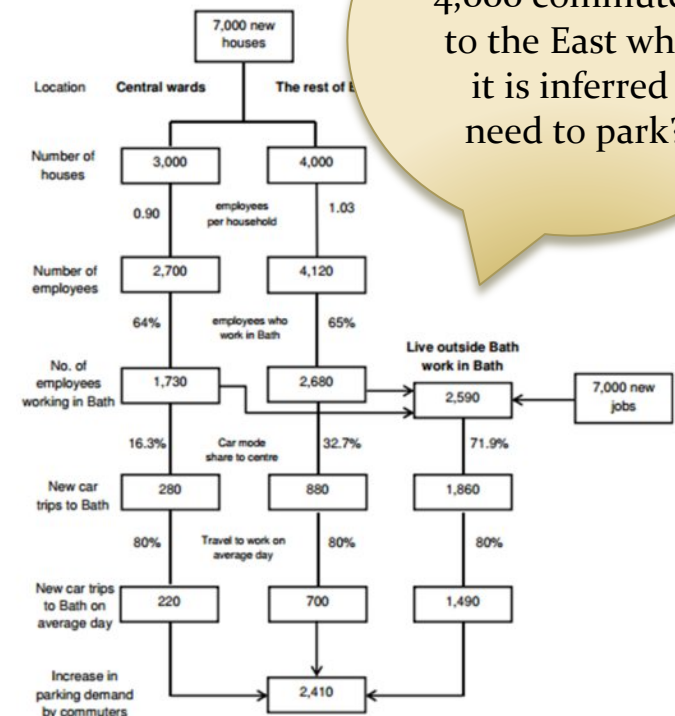
Where are these 4,000 commuters to the East who it is inferred need to park?

the short time between receiving the... This interim response therefore j... providing a full written answer within

P 07	Question from:	Fiona M...
Tim Warren on Radio Bristol on 26th November... of the city being set up to serve commuters. W... conducted that has led him to the conclusion that... ers would use one?		
Answer from:		Councillor Tim Warren
<p>Surveys of our existing Park & Rides show that around half of those who use these Park & Rides are commuters, with most of the remaining users being visitors. At least 4,000 people commute into Bath from the east each day, and in addition to this thousands of new jobs are due to be created at Bath's Riverside Enterprise Area in the coming years. In order to cater for both this existing and future demand, the Ch2mHill report of November 2014 concluded that: 'it is clear that enhanced park and ride around the city will be an absolutely essential requirement which the Transport Strategy will need to deliver.' And that 'Whilst modest expansions assumed to the existing capacities at the Odd Down and Lansdown sites will clearly contribute, the largest potential for car trip abstraction will be a site to the 'East of Bath'.'</p>		
P 08	C...	and Tynning Green Space Group
<p>Having... the site that we named as the Green Batch is... and noting that</p>		

The Hill report is a volume forecast, entirely unqualified to comment on how best to solve the problem

Figure 9.5: Flow Chart of Estimate of Commuting Parking Demand



Summary

Problems with congestion and emissions

- Heavy **UK reliance on the car**, but **dissatisfaction in Bath** with traffic congestion
- We need **data to break down who travels where, when and for what purpose** across the City and the surrounding villages
- There is **no reason to suspect** that these **rising traffic trends won't continue** to the East of Bath:
- **Page 1300** would seem **inevitable that the AQMA zone will expand East** – this is no place to put a P&R
- There is no **robust plan or targets to tackle congestion** and therefore emissions in either the Transport Strategy or the Air Quality Action Plan

Park and Ride as a solution to these problems

- Park and Rides on the periphery **do not help tackle congestion locally**, in fact they create it
- In Bath we will also inevitably see **suppressed demand** replacing any positive effects into town because the London Road is such a pinch point
- Academic thinking across Europe concludes that **only 46%-48%** of people parking at **one would have driven into the city by car** and **everyone drives an extra 1-4km** to reach one
- Other cities in the UK are **moving away from park and rides** as a strategy and even closing them
- The Council's conclusions as to who would use an East park and ride do not match commuter parking demand data from the Transport Strategy

Let's find out from Andrew who actually uses the existing Bath park and rides....

Thank You

Bath Park & Rides Usage Analysis

Andrew Lea

01/02/2016

Page 262



“90% Capacity”

**“Always
full”**

“80% capacity”

**“Our Park Rides are a
true success story”**

Page 263



BATH:
HACKED
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[Datasets](#)
[Tutorials](#)
[Developers](#)
[News](#)
[About](#)


BANES Historic Car Park Occupancy

Shows the trend of occupancy of BANES car parks, with data updated every 5 minutes. Includes ▾



Manage

More Views

Filter

Visualize

	ID	LastUpdate	Name	Description	Capacity
1	02987b26f333deaf	21/10/2014 05:29:23 AM	Lansdown P+R	Lansdown P+R / Lansdown Road / P+R / La	
2	7664e6263200ebf8	21/10/2014 10:20:00 AM	Avon Street CP	Avon Street CP / A367 Green Park Road / C	
3	dc64a203f2ef6e77	18/10/2014 06:02:14 AM	SouthGate Rail CP	SouthGate Rail CP / A367 St James Parade	
4	7ebcad4f0775c934	19/10/2014 02:10:00 PM	Charlotte Street CP	Charlotte Street CP / A4 Charlotte Street / I	
5	39add8376d35247	19/10/2014 03:40:00 AM	Charlotte Street CP	Charlotte Street CP / A4 Charlotte Street / I	
6	c907eeddafb798c9	21/10/2014 04:30:00 AM	Avon Street CP	Avon Street CP / A367 Green Park Road / C	
7	61a558c2cff090d2	21/10/2014 09:10:00 AM	Avon Street CP	Avon Street CP / A367 Green Park Road / C	
8	21eda82a39a9ce8e	18/10/2014 05:44:59 AM	Avon Street CP	Avon Street CP / A367 Green Park Road / C	
9	f6fefdb6378be22b	22/10/2014 04:43:34 PM	SouthGate General CP	SouthGate General CP / A367 St James Par	
10	02188c92d3695ce8	23/10/2014 06:13:33 AM	SouthGate Rail CP	SouthGate Rail CP / A367 St James Parade	
11	7f1bcf6e5d01f08d	19/10/2014 07:04:22 PM	Lansdown P+R	Lansdown P+R / Lansdown Road / P+R / La	
12	0cdc910721f26737	23/10/2014 12:55:01 AM	Avon Street CP	Avon Street CP / A367 Green Park Road / C	
13	2fd21fdd4e1588f3	22/10/2014 09:19:22 AM	Lansdown P+R	Lansdown P+R / Lansdown Road / P+R / La	

<

What is Bath Hack?

- BANES Historic Car Park Occupancy Levels across all main car parks in Bath
- Data is collected by sensors on the entry and exit barriers for the car parks
- The data provides the **occupancy** level of the car parks
- The data also provides the **status** of the car parks whether they are filling or emptying
- The data is collected every 5 minutes and recorded
- Currently the historic data goes back to October 2014 and is updated daily

Data issues

1. Volume of data
2. Duplication
3. Over 100% capacity recordings
4. Upgrading works
5. Zero and low recordings



Data solutions

1. Focus on 8am to 7pm each day
2. Removed duplication where the timestamp are the same
3. Any capacity measures over 100% are classed as 100%
4. Wide variations in readings are removed
5. Newbridge P&R underwent upgrading during the analysis period. Any anomalies in the data have been removed
6. All recordings below 50 have been removed to avoid any skewing of the results to the low side.



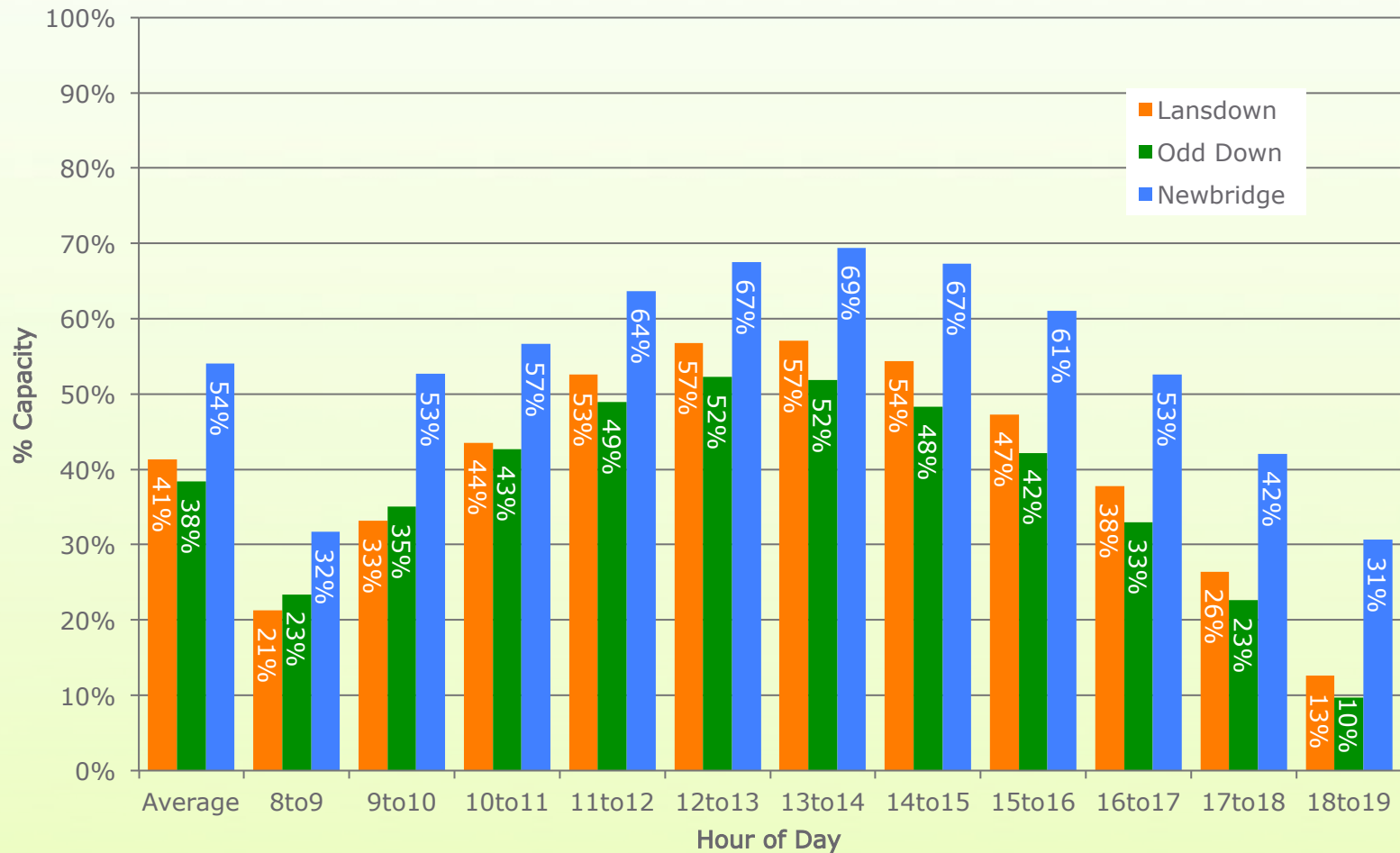
DATA TRUTH 1

Usable data is available to understand P&R usage over a full year

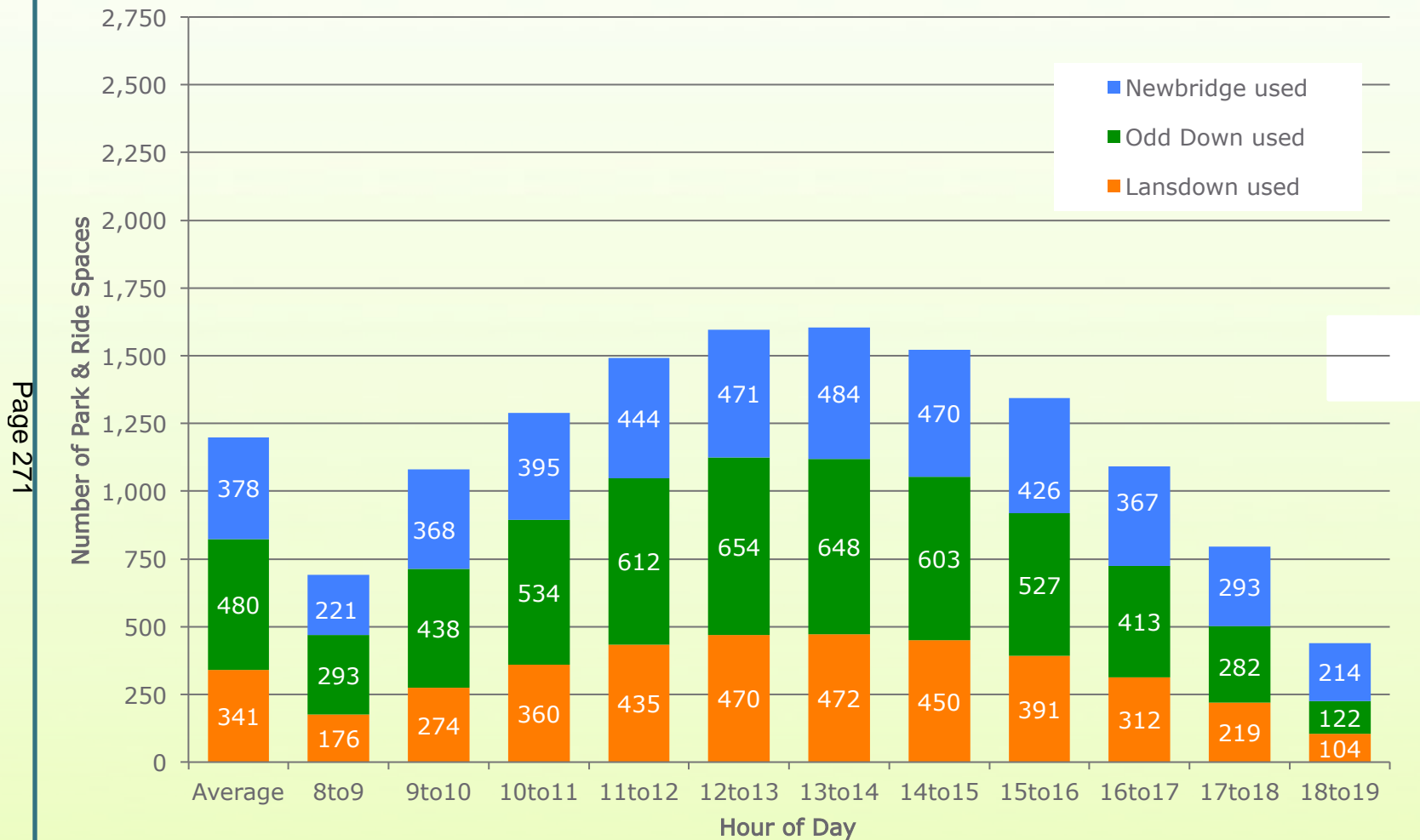
- Newbridge underwent expansion earlier this year and as such needs to be noted when viewing this data, however the variation on occupancy levels varies only slightly.

P&R	Date start	Date End	Capacity
Lansdown	02/01/15	02/01/15	827
Odd Down	02/01/15	02/01/15	1,252
Newbridge	02/01/15	16/03/15	450
Newbridge	17/03/15	03/08/15	600
Newbridge	04/08/15	02/01/15	698

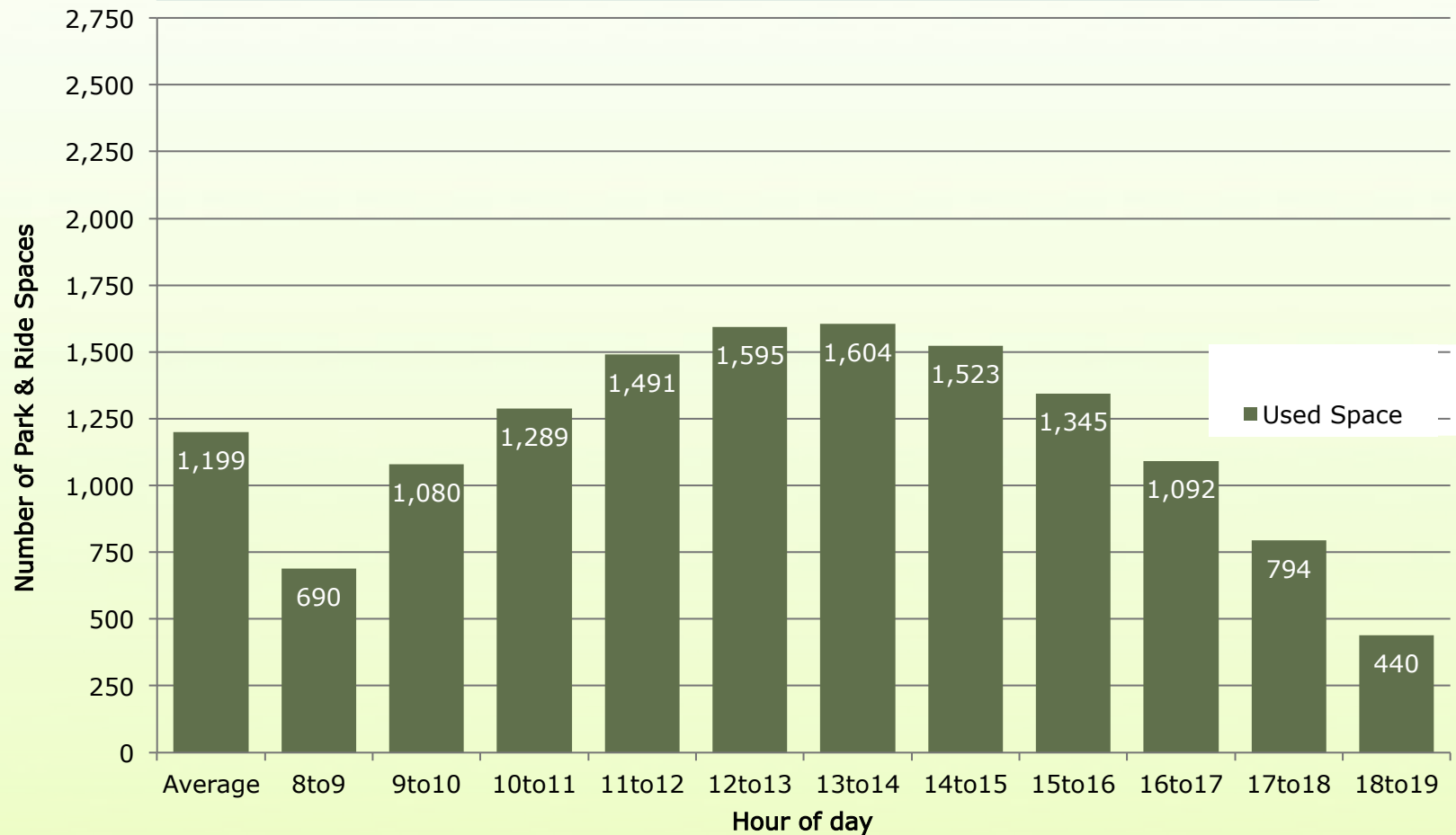
Percentage of capacity used within Bath Park & Rides by hour of day



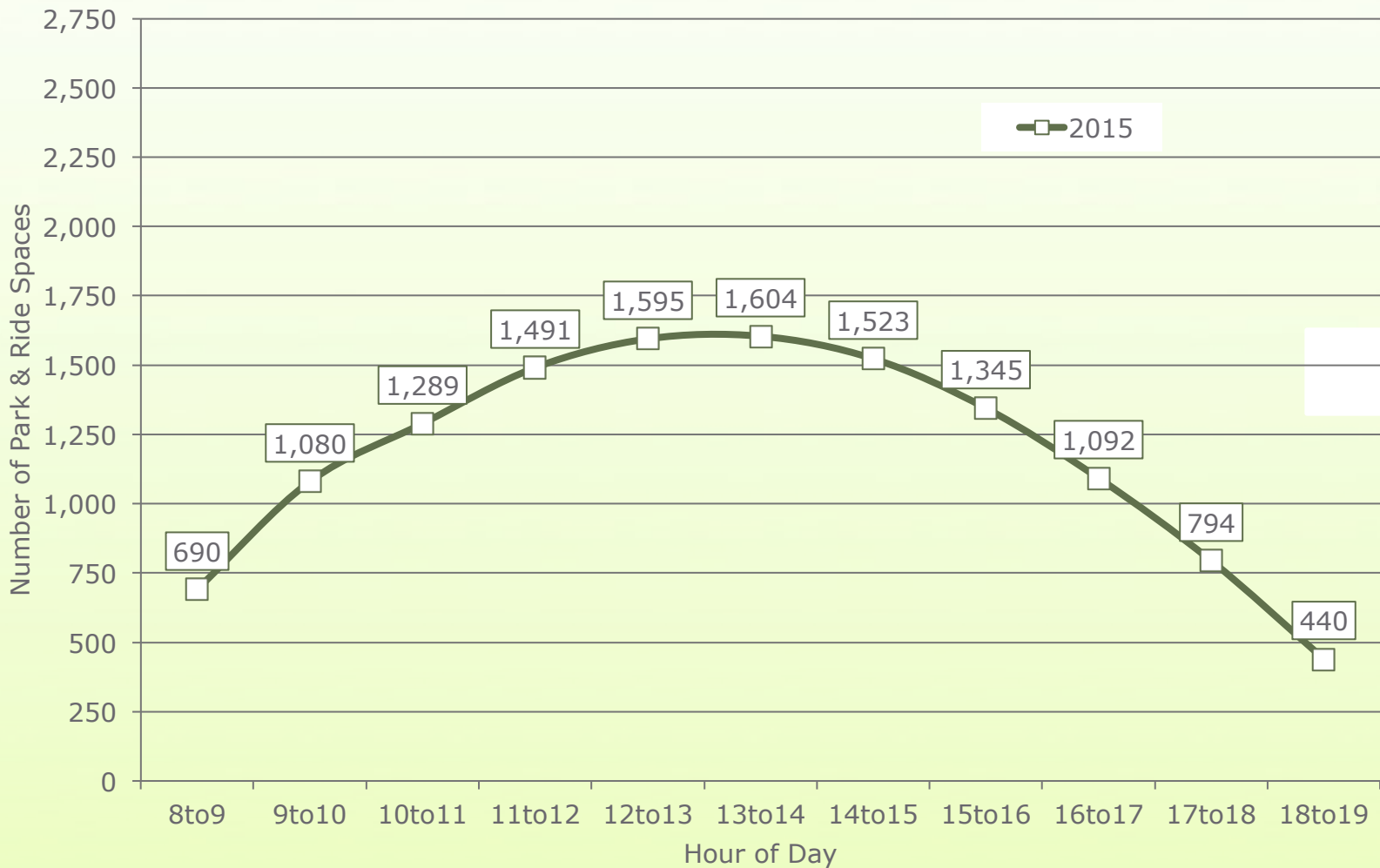
Total number of vehicles within Bath Park & Rides by hour of day



Total number of vehicles within all Bath Park & Rides by hour of day



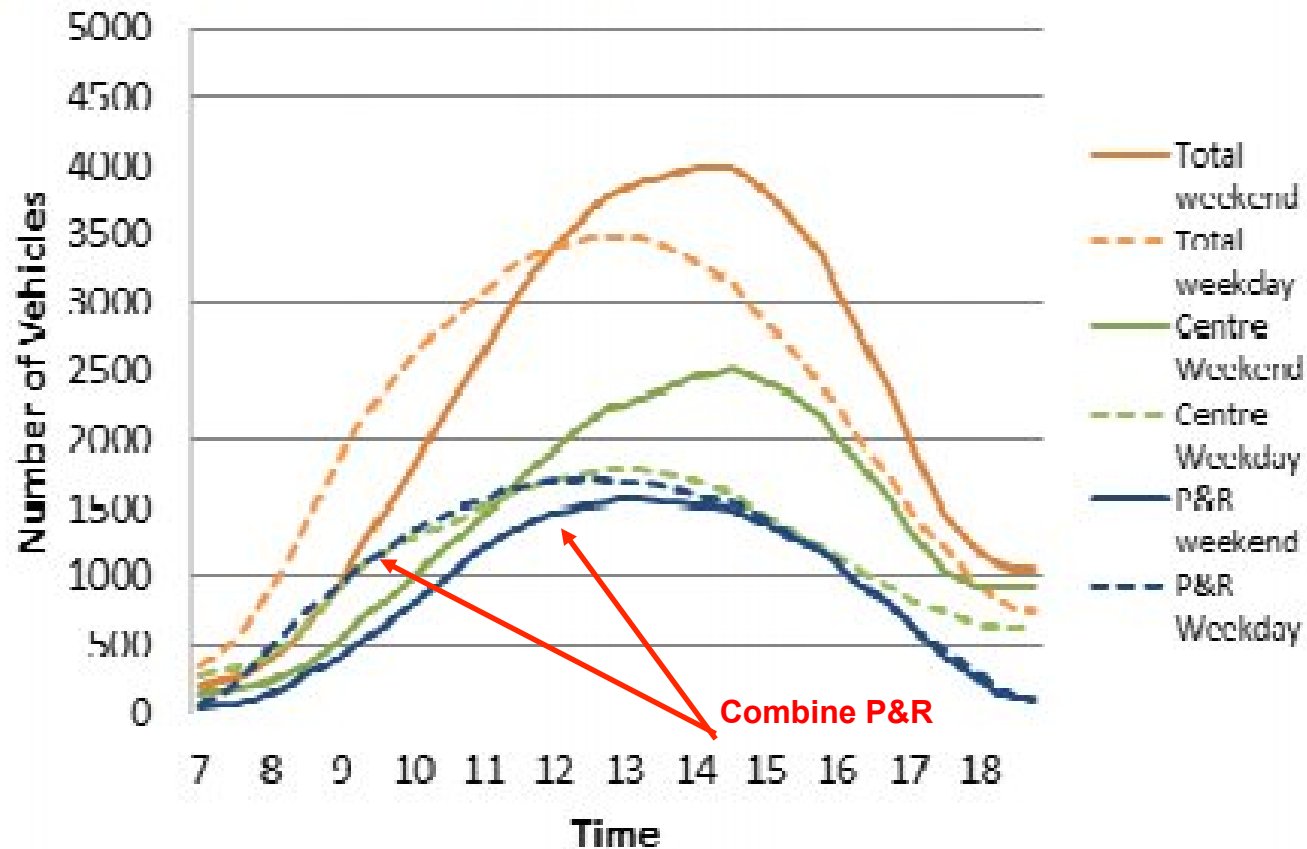
Total number of vehicles within all Bath Park & Rides by hour of day



DATA TRUTH 2

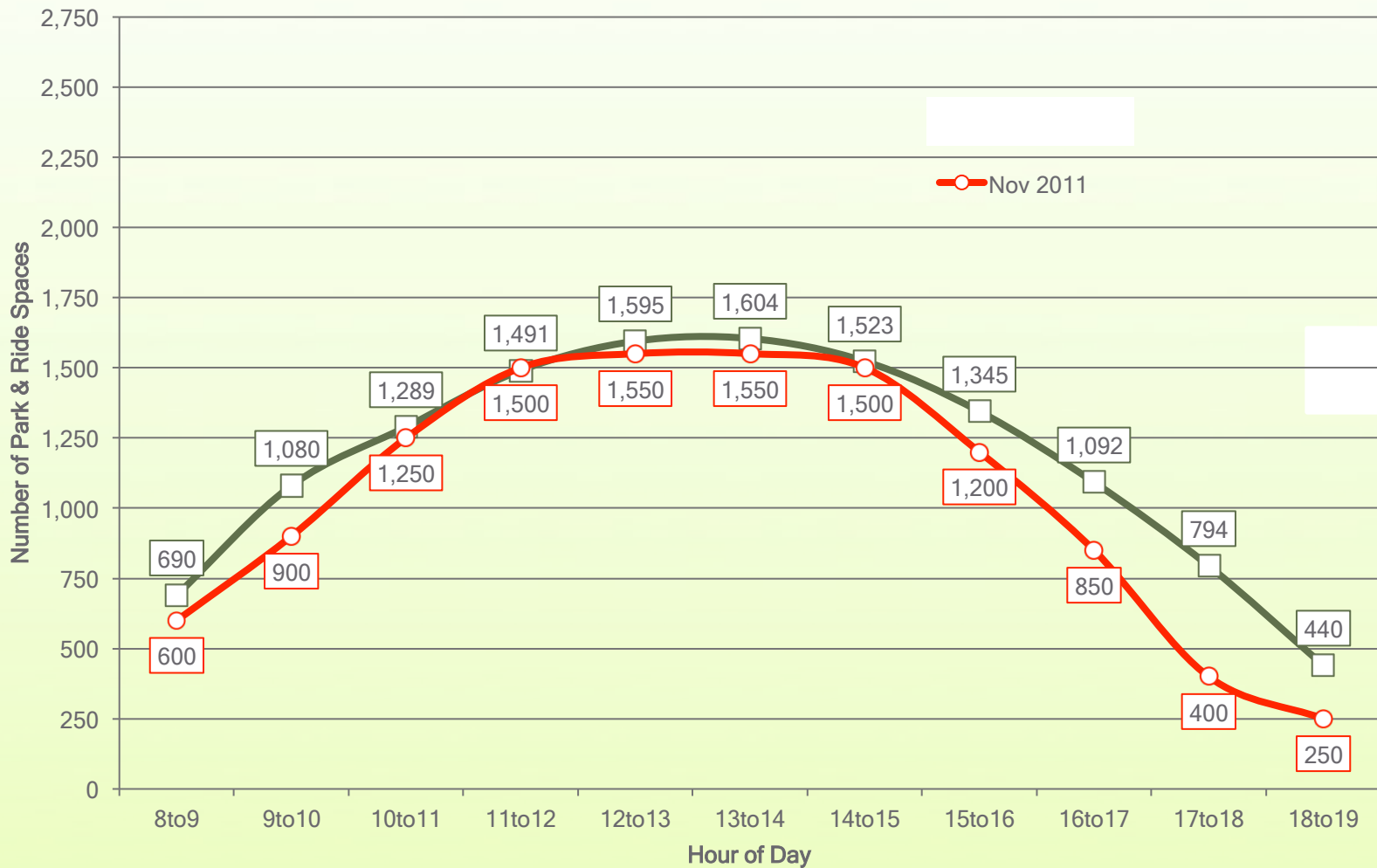
Across 2015 the trend shows P&R usage is at its lowest when congestion is at its highest and used mostly in the middle of the day (non-commuters, shoppers).

Figure 9.2: 2011 City Centre and P&R Occupancy



Source: Car park surveys November 2011

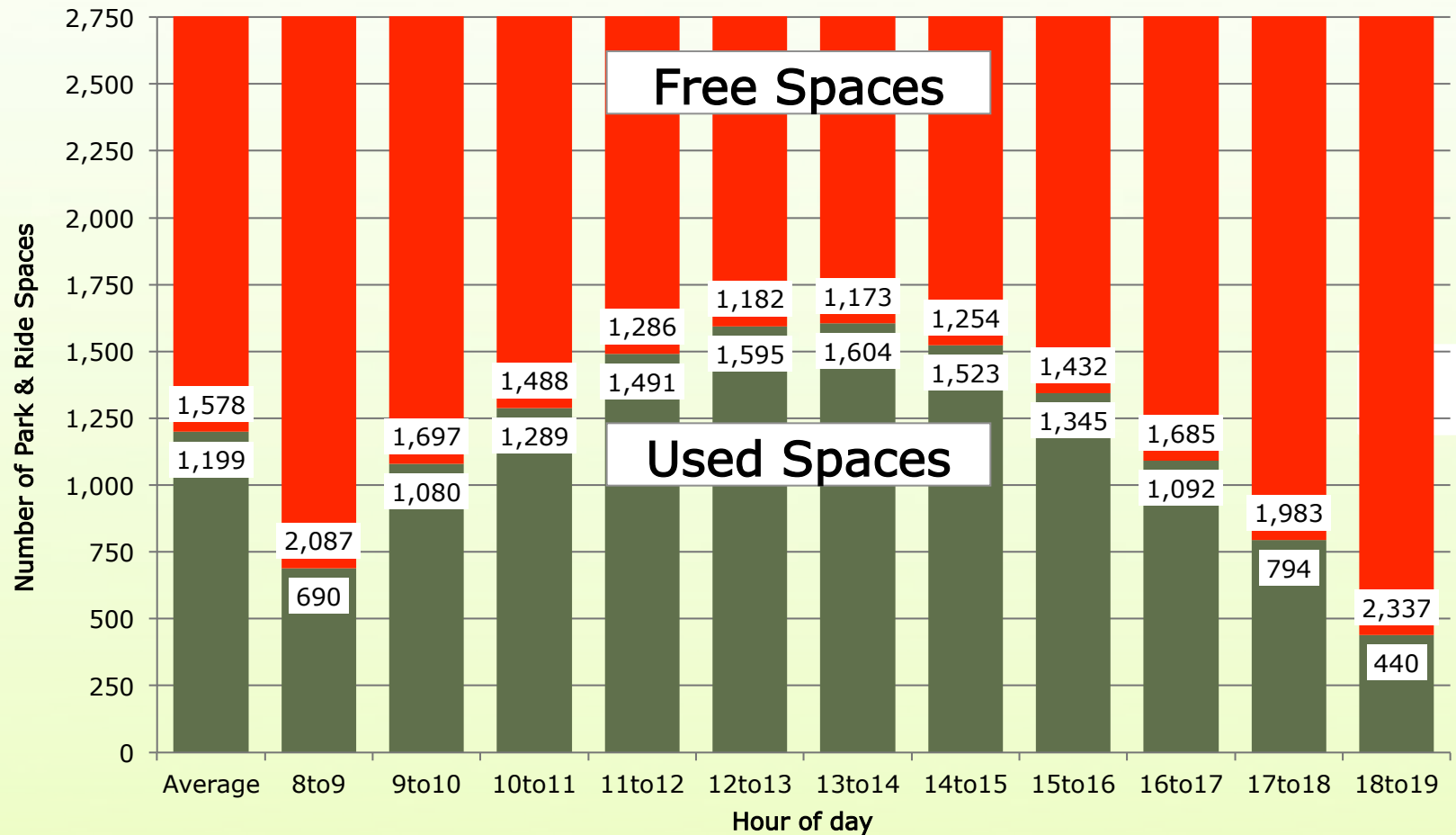
Total number of vehicles within all Bath Park & Rides by hour of day



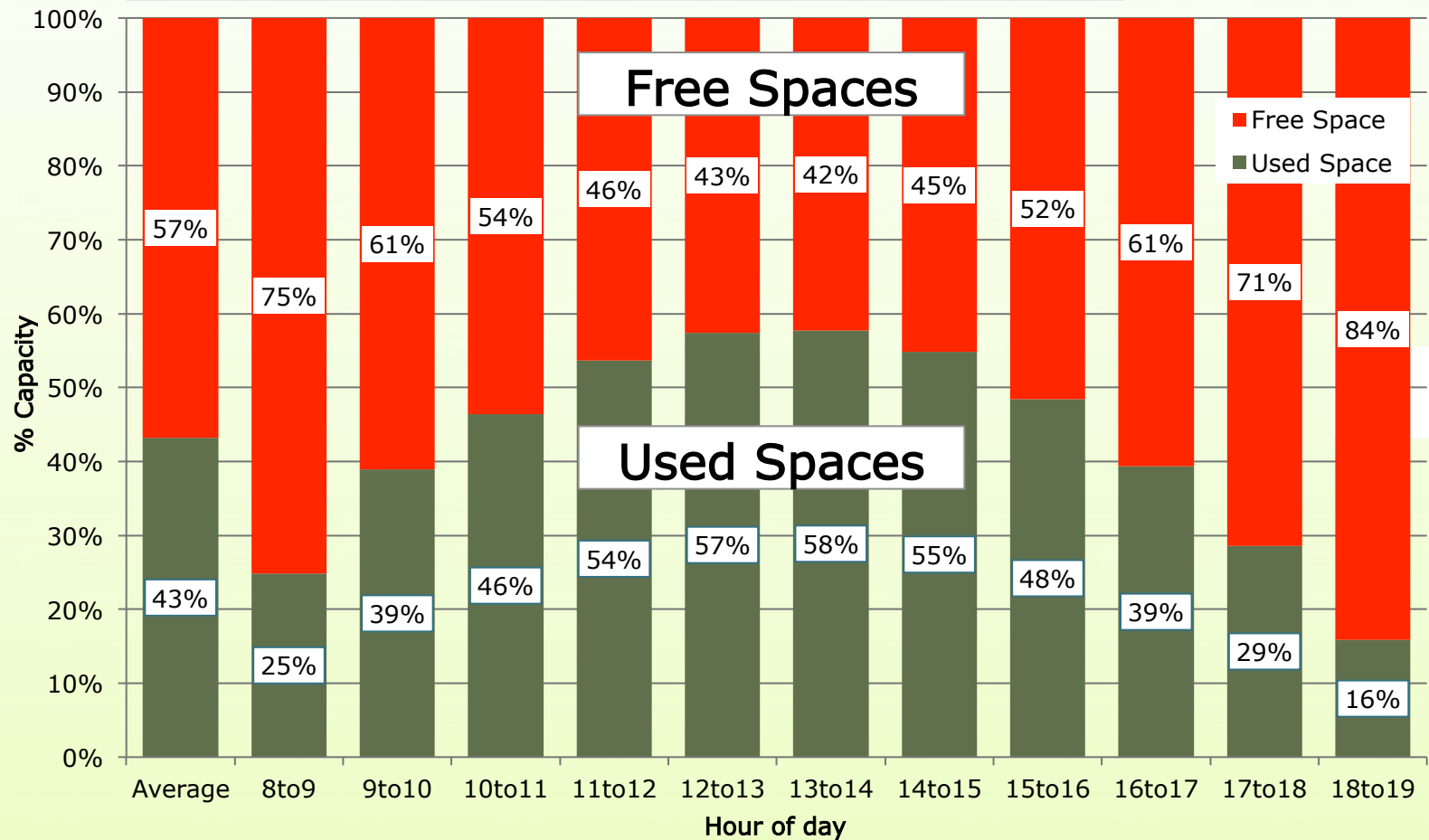
DATA TRUTH 3

When compared to previous years P&R occupancy levels follow a similar usage trend through the day.

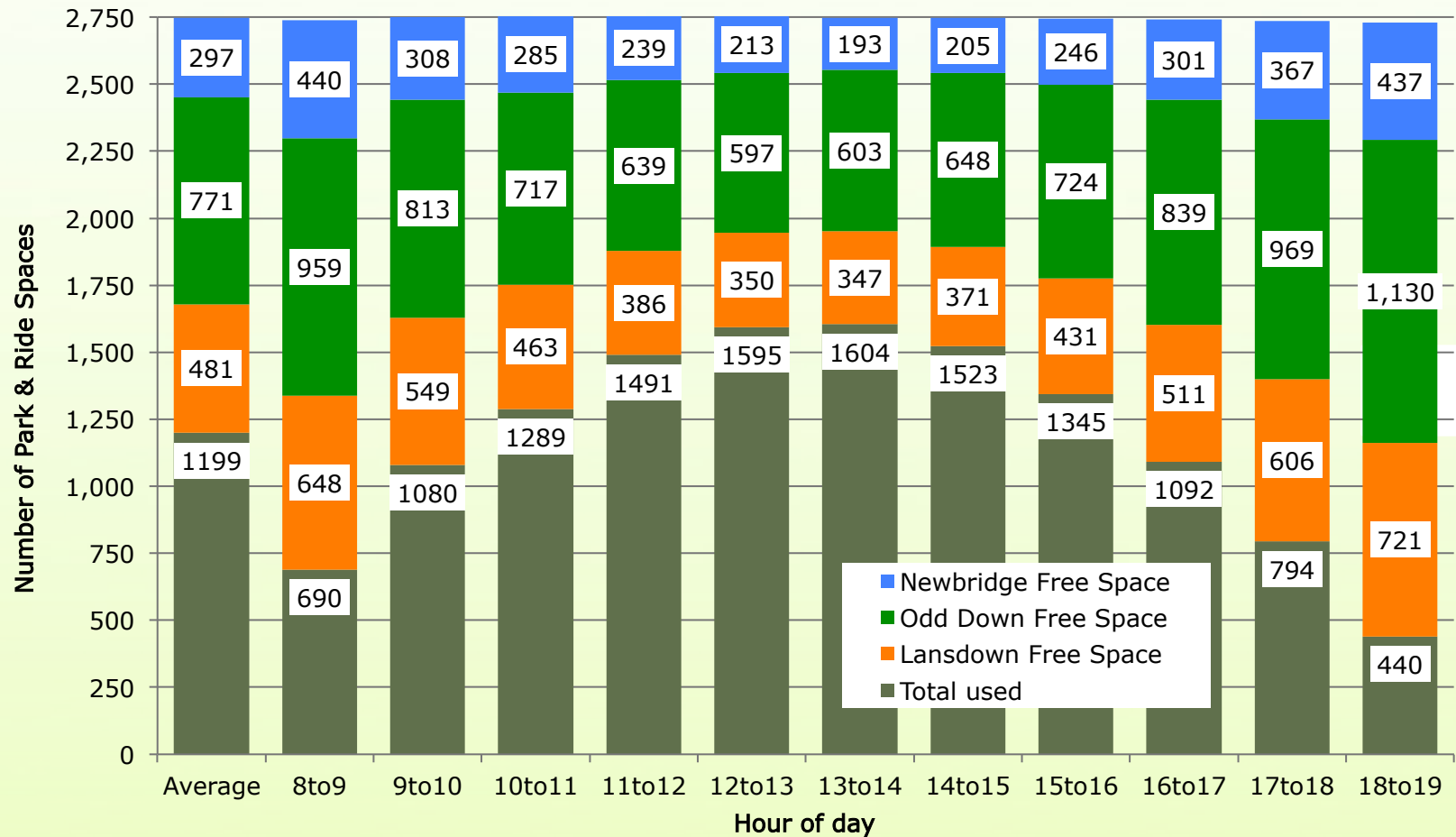
All Bath Park & Ride space utilisation by hour of day 2015



All Bath Park & Ride space utilisation by hour of day 2015



All Bath Park & Ride space utilisation by hour of day 2015



DATA TRUTH 4

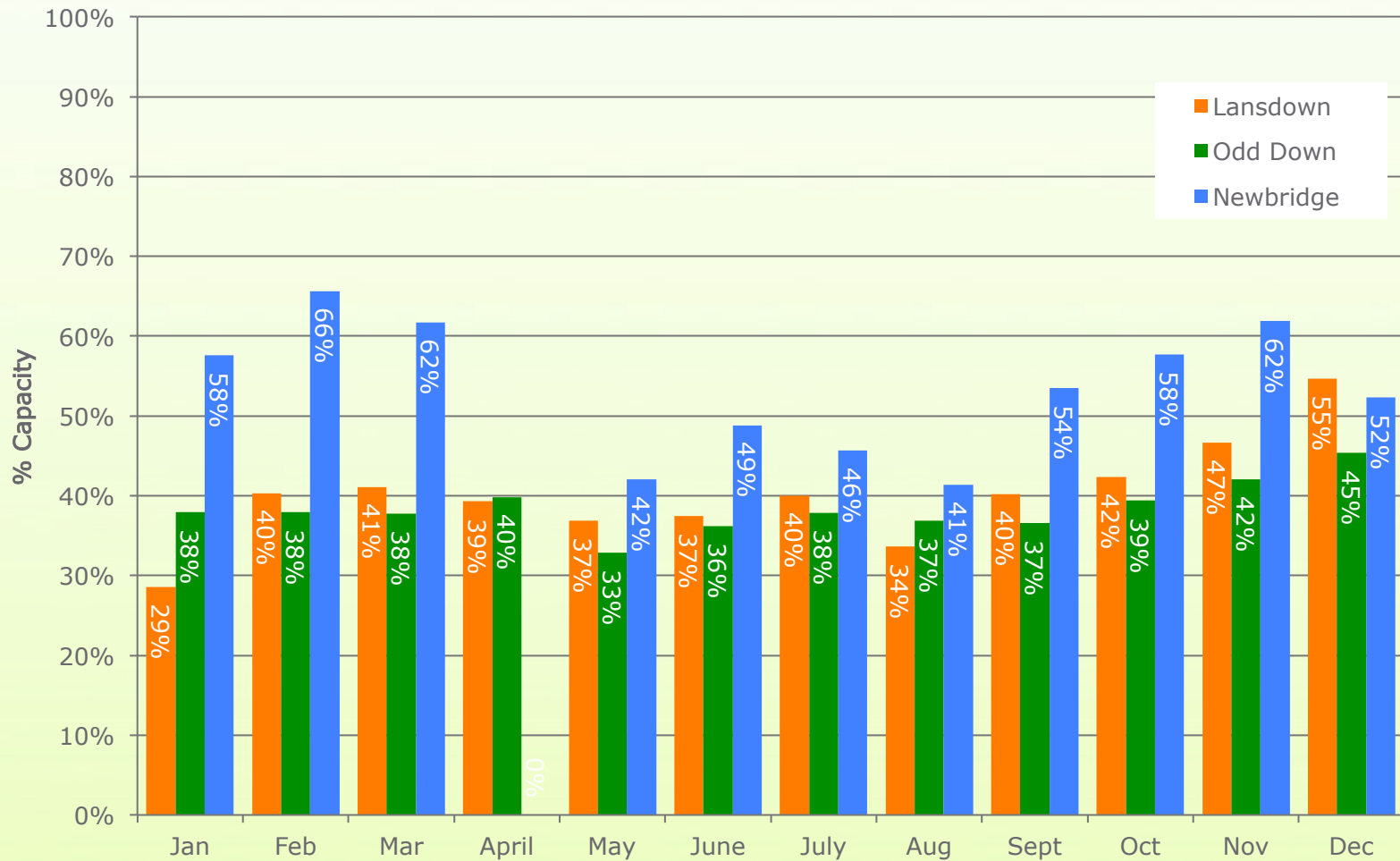
There is excessive spare capacity at the current P&R across the day of between 1,173 and 2,804 spaces.

Based on current usage levels:

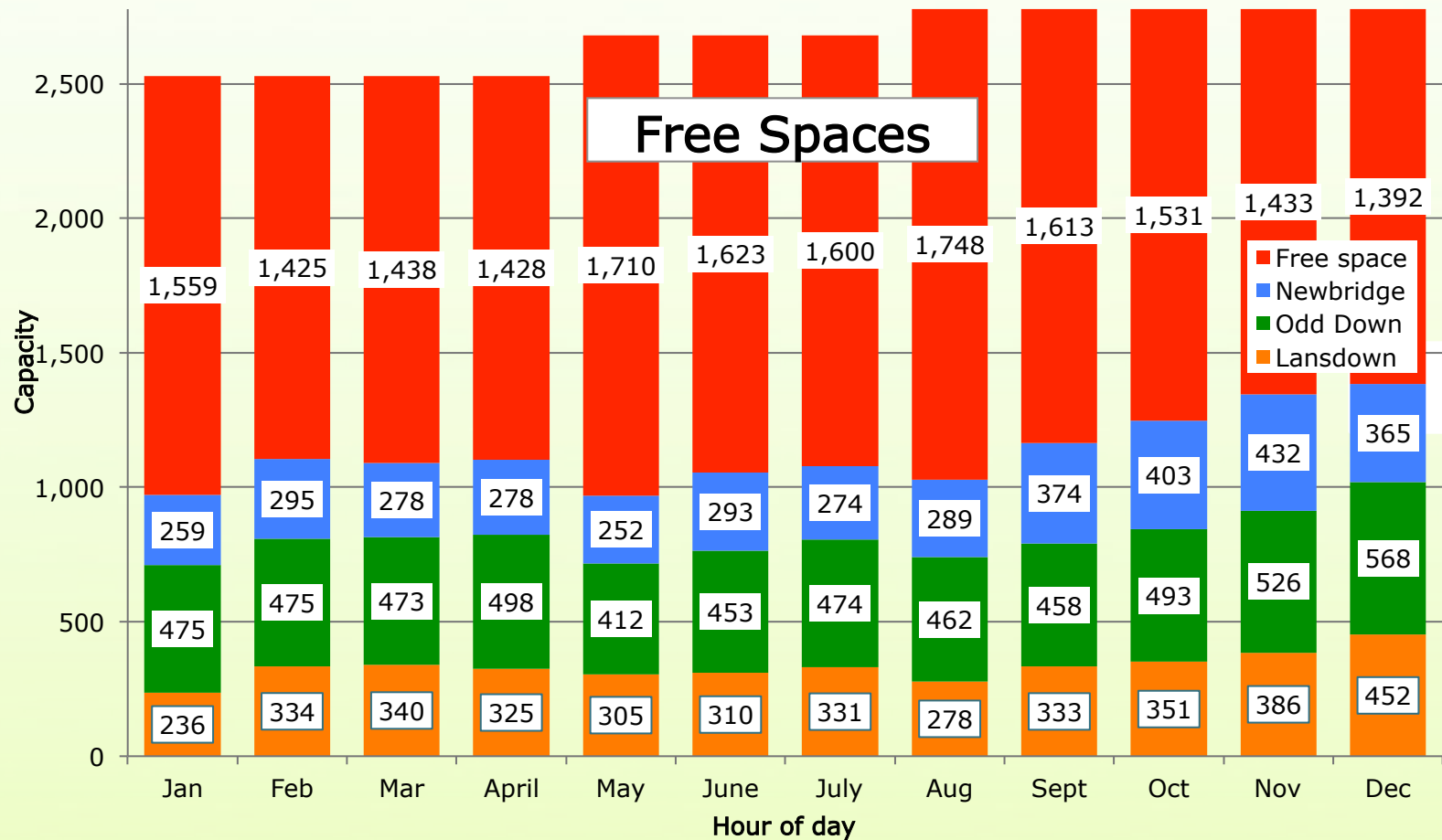
A new Park and Ride with 1,400 spaces will on average have 57% spaces free across the day or in real terms 798 UNUSED spaces.

Specifically with regards to the rush hour period (8am-9am) an East Park and Ride will only take 350 cars off the London road during this hour.

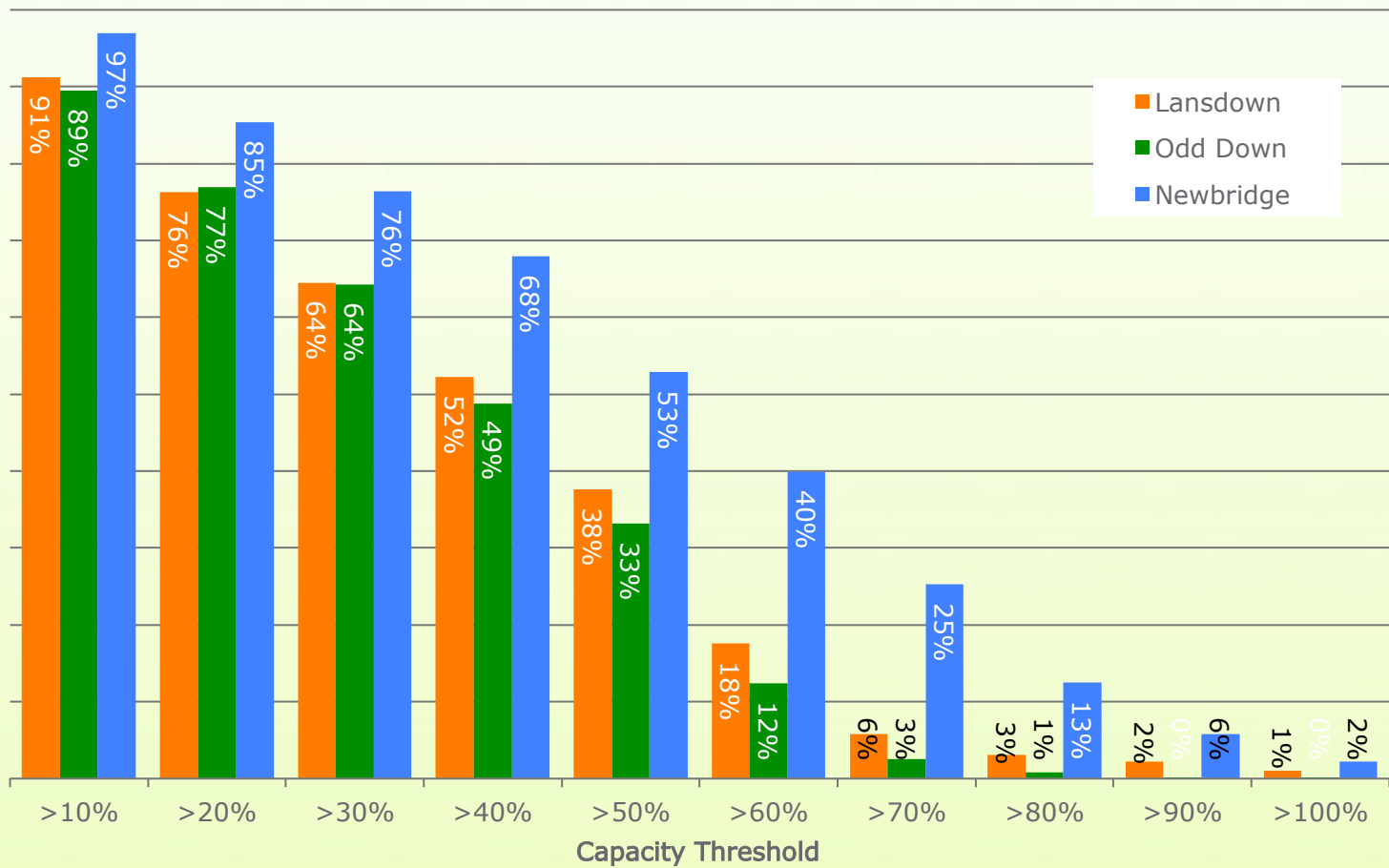
Percentage of capacity used within each Bath Park & Ride by month



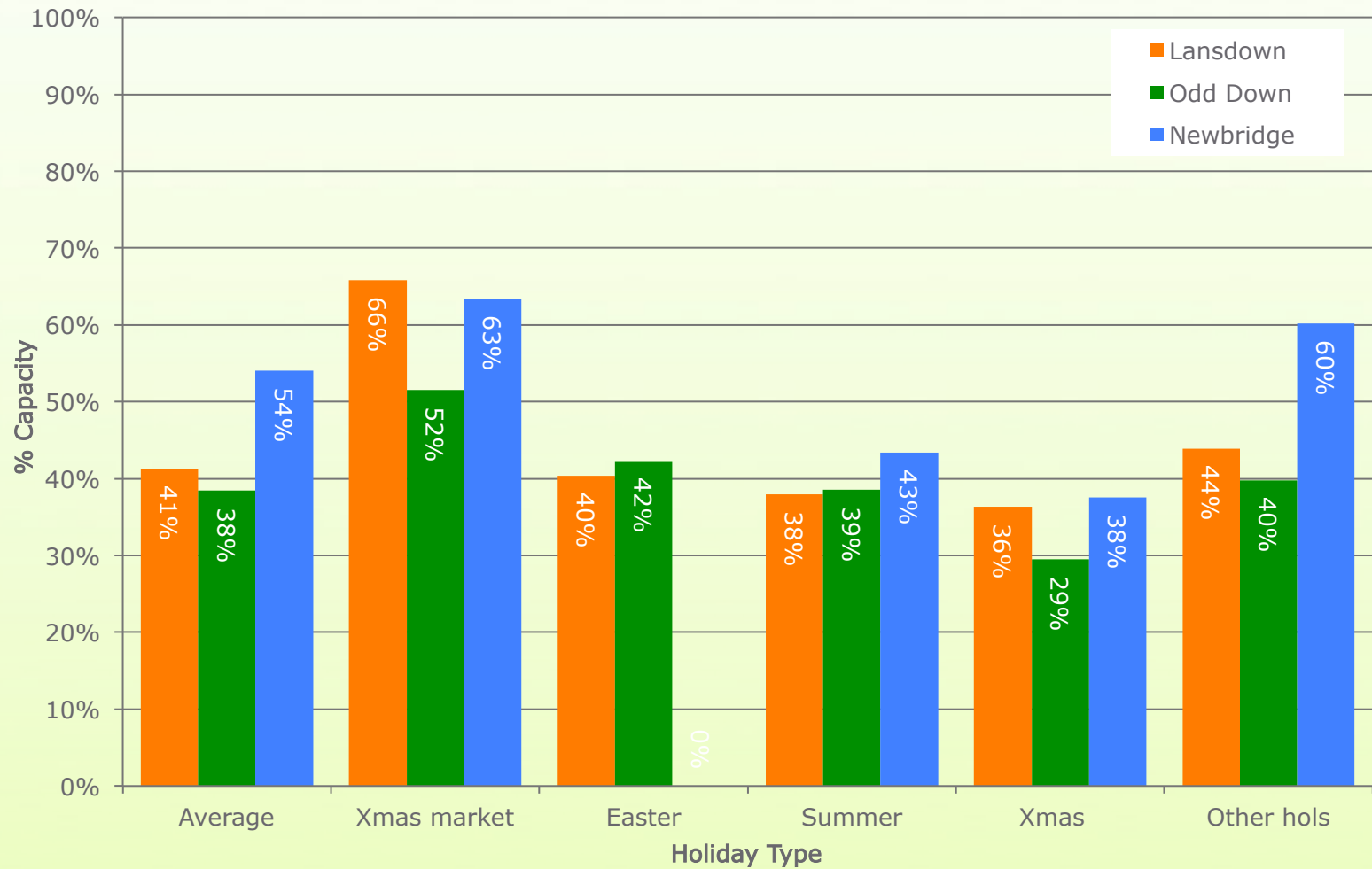
Capacity used within each Bath Park & Ride by month



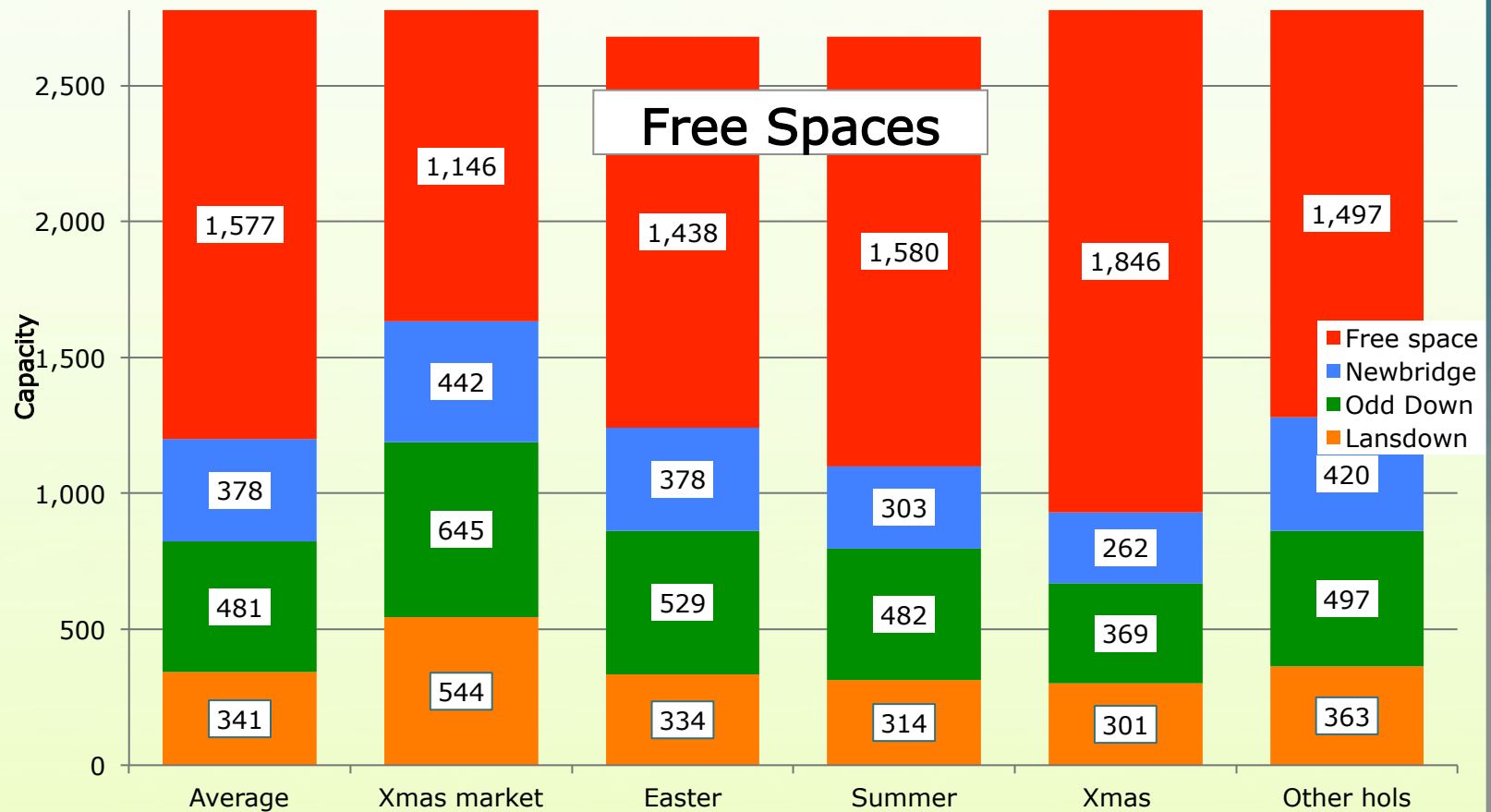
% number of times capacity thresholds exceeded 2015



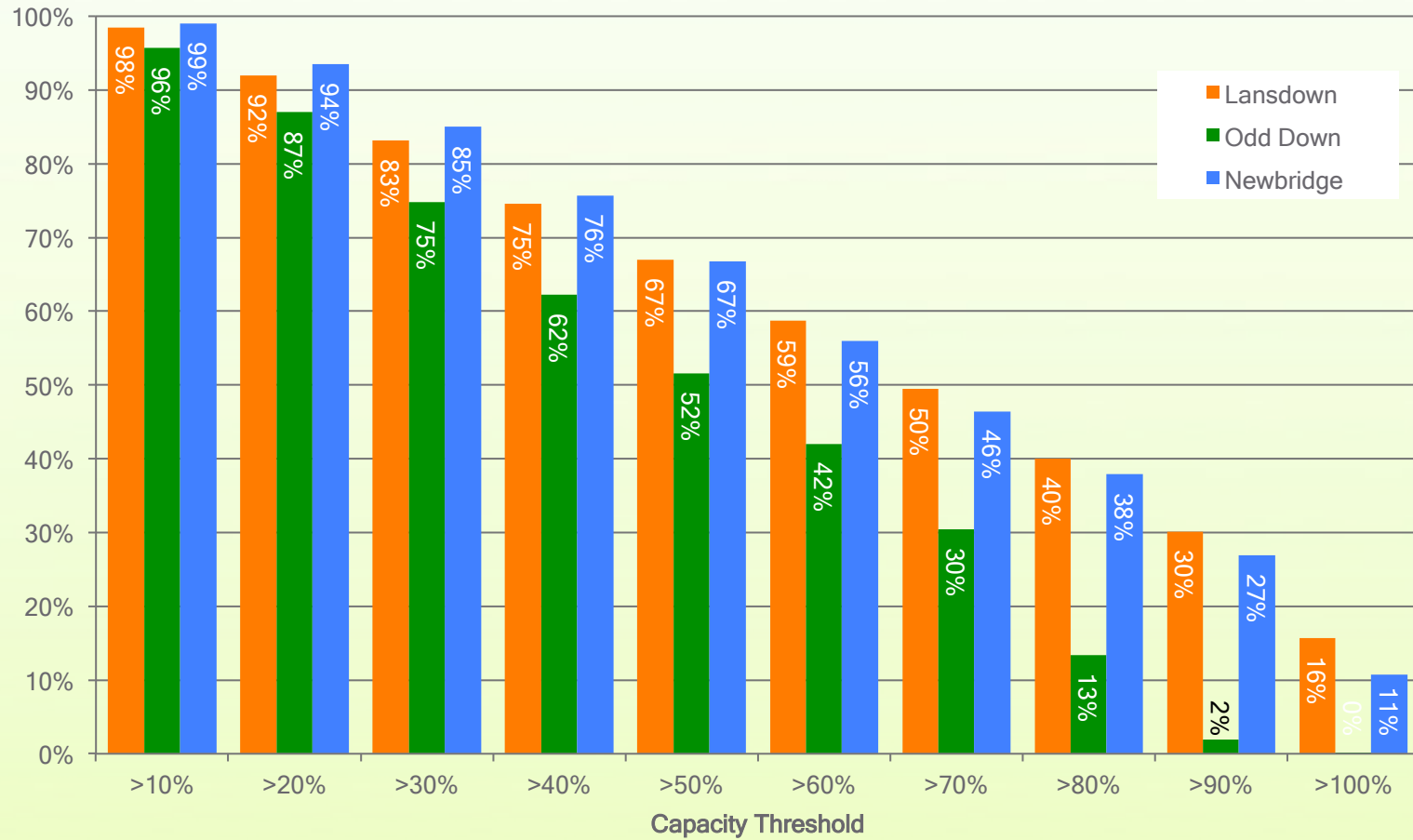
% capacity used by Xmas market and holidays 2015



% capacity used by market and holidays 2015



% number of times capacity thresholds exceeded during xmas market 2015



Key Influences on Park & Ride Capacity – Days when 100% capacity reached

P&R 100% capacity		Lansdown	Odd Down	Newbridge	
Monday	09/02/15			11:24am-3:33pm	Work at Newbridge
Tuesday	10/02/15			11:29am-3:19pm	Work at Newbridge
Wednesday	11/02/15			12:19pm-2:54pm	Work at Newbridge
Sunday	1/3/15	11am-1pm			Bath Half Marathon
Thursday	05/03/15			10:29am-11:14am	Work at Newbridge
Thursday	12/03/15			10:59am-12:59pm	Work at Newbridge
Friday	13/03/15			1:04pm	Work at Newbridge
Thursday	18/6/15	1pm-3:20pm			Bath University Open Day
Saturday	12/9/15	12:53pm-1:34pm			Irish race day, University open day
Saturday	14/11/15			10:59am-5:35pm	?
Sunday	15/11/15			10:19am-6:59pm	?
Monday	16/11/15			8:04am-6:59pm	?
Tuesday	17/11/15			8:04am-6:59pm	?
Wednesday	18/11/15			8:04am-6:59pm	?
Thursday	19/11/15			8:04am-9:24pm	?
Saturday	21/11/15	1:30pm-3:10pm			Rugby
Thursday	26/11/15			11:09am-2:35pm	xmas market
Friday	27/11/15	11:59am-2:04pm		11:54am-1:20pm	xmas market
Saturday	28/11/15	10:54am-3:19pm		11:44am-2:44pm	xmas market
Monday	30/11/15	12:09pm-1:24pm			xmas market
Tuesday	01/12/15	12:19pm-1:34pm		11:35am-1:20pm	xmas market
Wednesday	02/12/15	11:34am-2:24pm		11:55am-1:55pm	xmas market
Friday	04/12/15	11:39am-2:54pm		11:55am-1:05pm	xmas market
Saturday	05/12/15	10:44am-4:04pm	1:05pm-3:29pm	11:30am-3:39pm	Rugby, xmas market
Monday	07/12/15	11:13am-2:19pm		11:15am-1:40pm	xmas market
Wednesday	09/12/15	11:39am-2:24pm		12:24pm-1:10pm	xmas market
Saturday	12/12/15	11:49am-3:19pm		12:55pm-1:50pm	xmas market

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14

1

22(11)

3 participation events

1 Rugby

11 Xmas market

DATA TRUTH 5

Capacity levels are breached due to actual and predictable events.

"With the historical data, predictive analytics could potentially show at what point a car park is expected to be full. This can be from a mix of the historical data, and current fill rate for areas such as rugby matches and the Xmas market." Source Bath Hack

Review

#1 Usable data is available to understand P&R usage

#2 Across 2015 the trend shows P&R usage is at its lowest when congestion is at its highest

#3 When compared to previous years P&R trend usage through the day has not varied significantly

#4 A new Park and Ride with 1,400 spaces will on average have 57% spaces free across the day or in real terms 798 UNUSED spaces.

#5 Specifically with regards to London Road and the rush hour (8am-9am) an East Park and Ride will only take 350 cars off this road over this hour.

#6 Capacity levels are breached due to actual and predictable events.

“Thinking is the hardest work there is”

Henry Ford

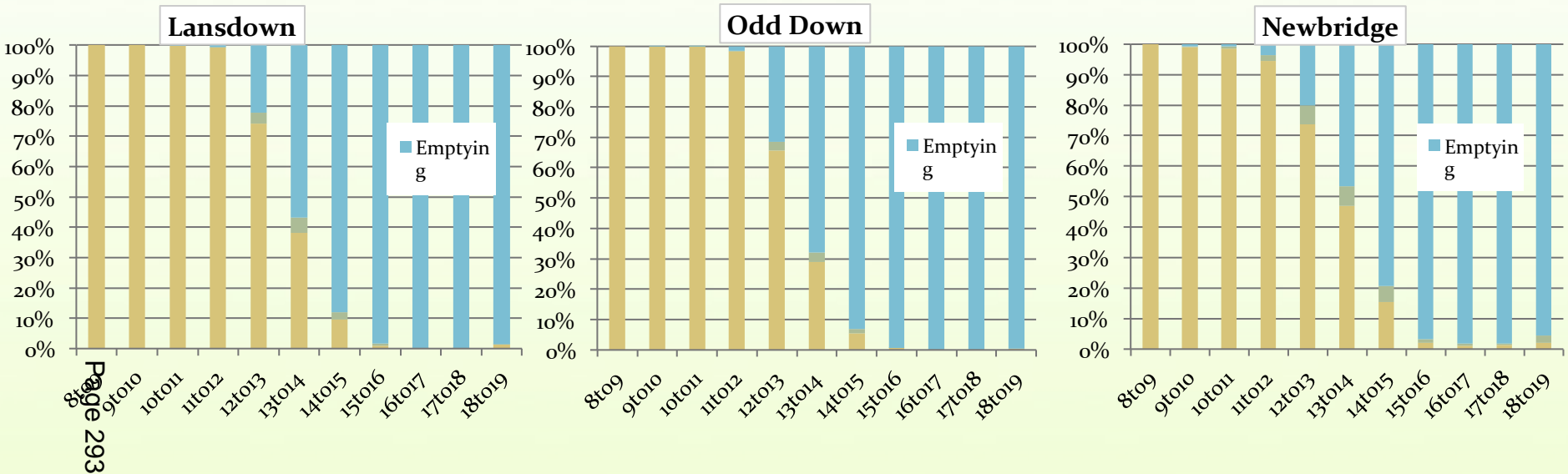
Bath Park & Rides Usage Analysis

Andrew Lea

01/02/2016

Source: Bath P&R usage data from the 2/01/2015-2/01/2016 (8am to 7pm only)

Filling and Emptying Trends



Summary:

- 1.If commuters are using P&R then they should not be emptying so early in the day
- 2.Hypothesising It appears that the P&Rs are being used for visits to the town for short trips half a days or less.
- 3.But there is no research on who uses them on an average day, when they use them and why.

6 Air Quality

Air Quality Sensitivity Assessment

Dr Nick Davey
Entran Ltd

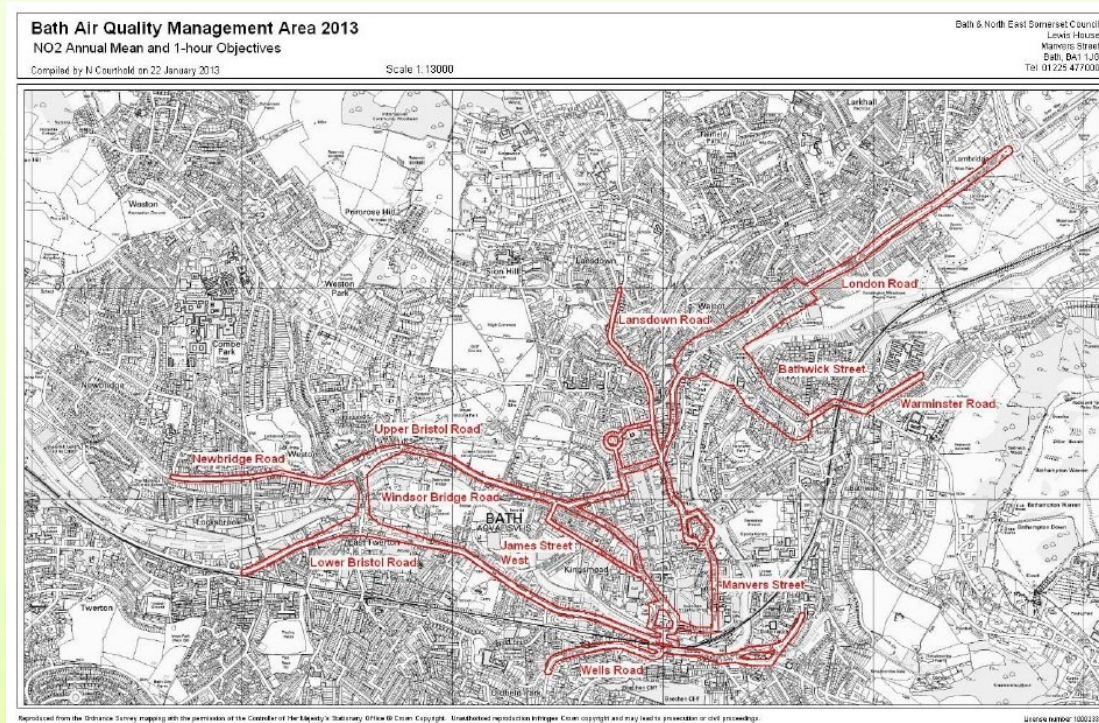
Section 6 AIR QUALITY – DR Nick Davey

- Overview of Air Quality in Bath & Batheaston
- Air quality standards and objectives
- Health impacts of nitrogen dioxide
- Air quality sensitivity analysis
- Conclusions



Overview of Air Quality in Bath & Batheaston

- AQMA's have been designated for Bath's major road network (incl. A4 London Rd), Keynsham High Street and A4 Saltford;
- Exceedences of nitrogen dioxide objective;



Overview of Air Quality in Bath & Batheaston



Overview of Air Quality in Bath & Batheaston

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Statistic	2010	2011	2012	2013	2014
London Road					
Annual Mean ($\mu\text{g}/\text{m}^3$)	60	57	56	57	57
Number of hourly means $> 200 \mu\text{g}/\text{m}^3$	6	2	2	4	10

Site Name	Site Type	OS Grid Reference	Distance to kerb (m)	Annual mean concentrations ($\mu\text{g}/\text{m}^3$)				
				2010	2011	2012	2013	2014
Batheaston-240 London Road (58)	Roadside	377643, 167365	1 m	33	35	34	34	38
Batheaston-Brow Hill (56)	Roadside	377779, 167453	0.5 m	34	33	34	32	35
Batheaston - High Street 3 (57)	Roadside	377628, 167369	2 m	24	28	26	25	26

- Nitrogen dioxide concentrations not reducing, despite improvements in vehicle technology;
- $38 \mu\text{g}/\text{m}^3$ in Batheaston compared to air quality standard of $40 \mu\text{g}/\text{m}^3$
- Set for the protection of human health

Air Quality Legislation and Policy

- UK Government's policy on air quality is set out within the Air Quality Strategy (AQS);
- The AQS sets the framework to achieve international commitments;
- AQS sets standards for 10 main air pollutants;
- Standards are set based on medical and scientific evidence reviewed by EPAQS and WHO.
- At a local level, Part IV of the Environment Act 1995 requires Local Authorities to periodically review and assess air quality within their administrative area.
- Where air quality objective not met then AQMAs must be designated and an AQAP drawn up to deliver improvements in pursuit of air quality objectives.
- **NPPF requirement for planning to:**

“contribute to conserving and enhancing the natural environment and reducing pollution” and further goes on to state “prevent both new and existing developments from contributing to or being put at unacceptable risk or being adversely affected by unacceptable levels of air pollution”.

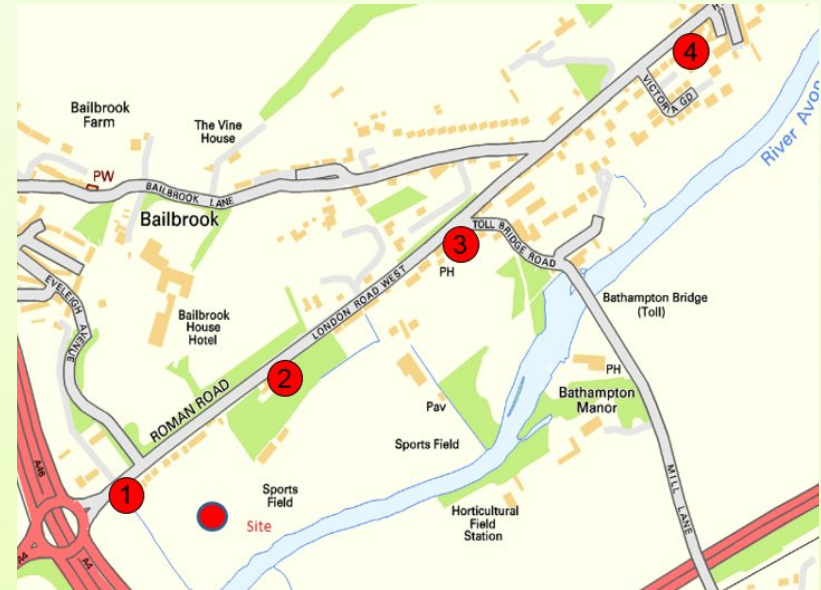
Health Impacts from Nitrogen Dioxide

- NO₂ has been shown to have an adverse impact on health;
- Impacts upon the respiratory system;
- Younger children and asthmatics being the groups most at risk;
- Breathing difficulties at high concentrations;
- NO₂ may also cause eye, nose and throat irritation.



Air Quality Sensitivity Analysis

- Detailed dispersion modelling assessment in-line with DEFRA guidance.
- Sensitivity scenarios assessed through Batheaston (additional vehicles).



Air Quality Sensitivity Analysis - Findings

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Receptor Number	2014 diffusion tube Baseline	+ 1000 vehicles	+ 2000 vehicles	+ 2000 vehicles and reduced speed
1	38.0	40.4	42.6	43.2
2	38.0	41.5	44.8	45.4
3	38.0	42.5	46.6	47.7
4	38.0	41.6	44.8	45.5

- Exceedence of nitrogen dioxide objective for all scenarios;
- Would result in the need to extend the London Road AQMA into Batheaston;
- Classified as ‘moderate’ to ‘substantial’ adverse impacts which would contradict policy and the Council’s actions to improve air quality;
- Introduces new exposure to pollutant concentrations above the objective and therefore would impact upon health of residents.

Conclusions

- The Batheaston area is very sensitive in terms of air quality;
- Nitrogen Dioxide levels are already very close to the annual mean standard of 40 ug/m^3 ;
- Even an increase of $<1,000$ vehicles per day would result in exceedance of the air quality standard and therefore the need for the London Road AQMA to be extended beyond the A46 into Batheaston;
- This would clearly result in health impacts, be contrary to policy and work against the Council's efforts to improve air quality in Bath.
- It is therefore concluded that an alternative location should be considered that does not result in such impacts on air quality and health.

Section 7 New Evidence - B&NES

Section 7 A Summary

Existing evidence does not support a
P&R on the meadows

It doesn't matter how 'green' the car park is - its very existence will bring 1,000 new cars to the area each day (or 2,000 trips each way)

The logic behind the Meadows does not stack up from a usage perspective

Council data

- **2,000 cars** will be taken off the road in each direction each day (based on 1.5x usage of each of 1400 spaces)
- **45% of these will be commuters** (based on 2009 surveys at existing park and rides)
- Therefore **900 commuters** might park and ride each day and 1,100 are other users

This doesn't take into account that:

- There are detours and new trips etc.
- The transport strategy Fig 9.2 shows a daily profile from November that doesn't match – these aren't commuters
- You likely hold bus user profile data (concessionary vs non) – this must tell you a broad age profile
- The Transport Strategy tells us that **total commuter parking demand** for the whole city from outside Bath is **2,590 (Fig.9.5)**

Community data based on same 2,000 cars

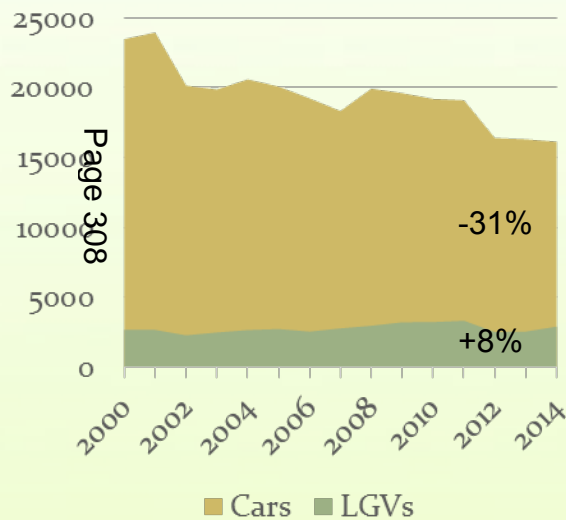
- Of these **2,000 cars, c.50% are new trips**, detours or abstraction from public transport*
- So only **1,000 cars** are likely to come off the London Road
- Of which only **25% are commuters****
- Therefore **250 existing commuters** might park and ride each day and 750 existing shoppers
- Council parking data matches this from existing Park and Rides
- The 1,000 cars from the London Road would then be filled by suppressed demand
- Plus an **extra 1,000 trips will happen in the area that wouldn't have otherwise, worsening already poor congestion and pollution locally**
- This is not the solution to the London Road or the location to place any new car park

*Source: Zijlstra, Vanouttrive and Verhetsel 2015

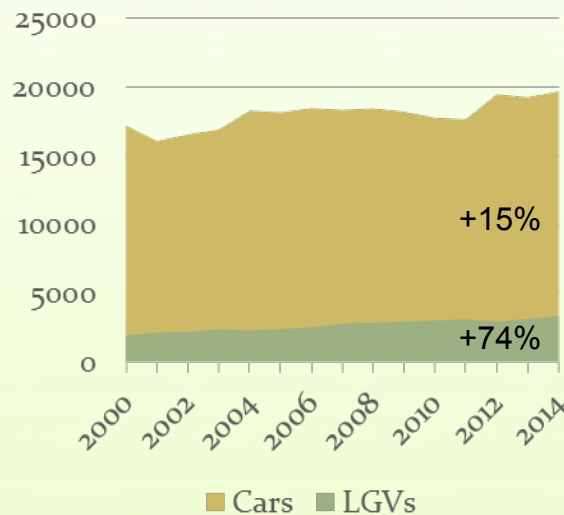
** Source: Andrew Lea

Or from a congestion and emissions perspective - you have to tackle the London Road bottleneck first

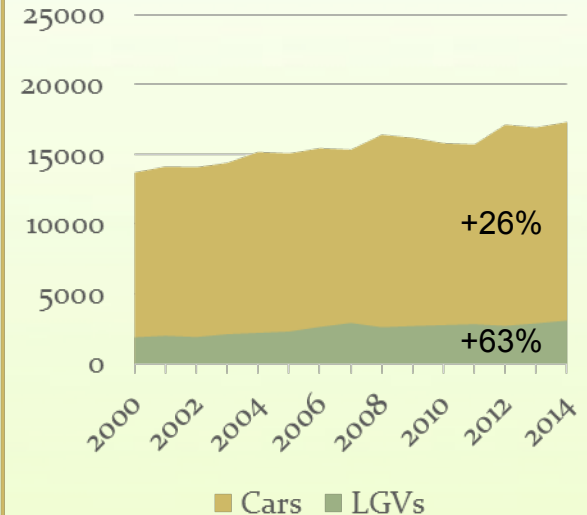
London Rd traffic counts 2000-2014



A4 Bypass traffic counts 2000-2014



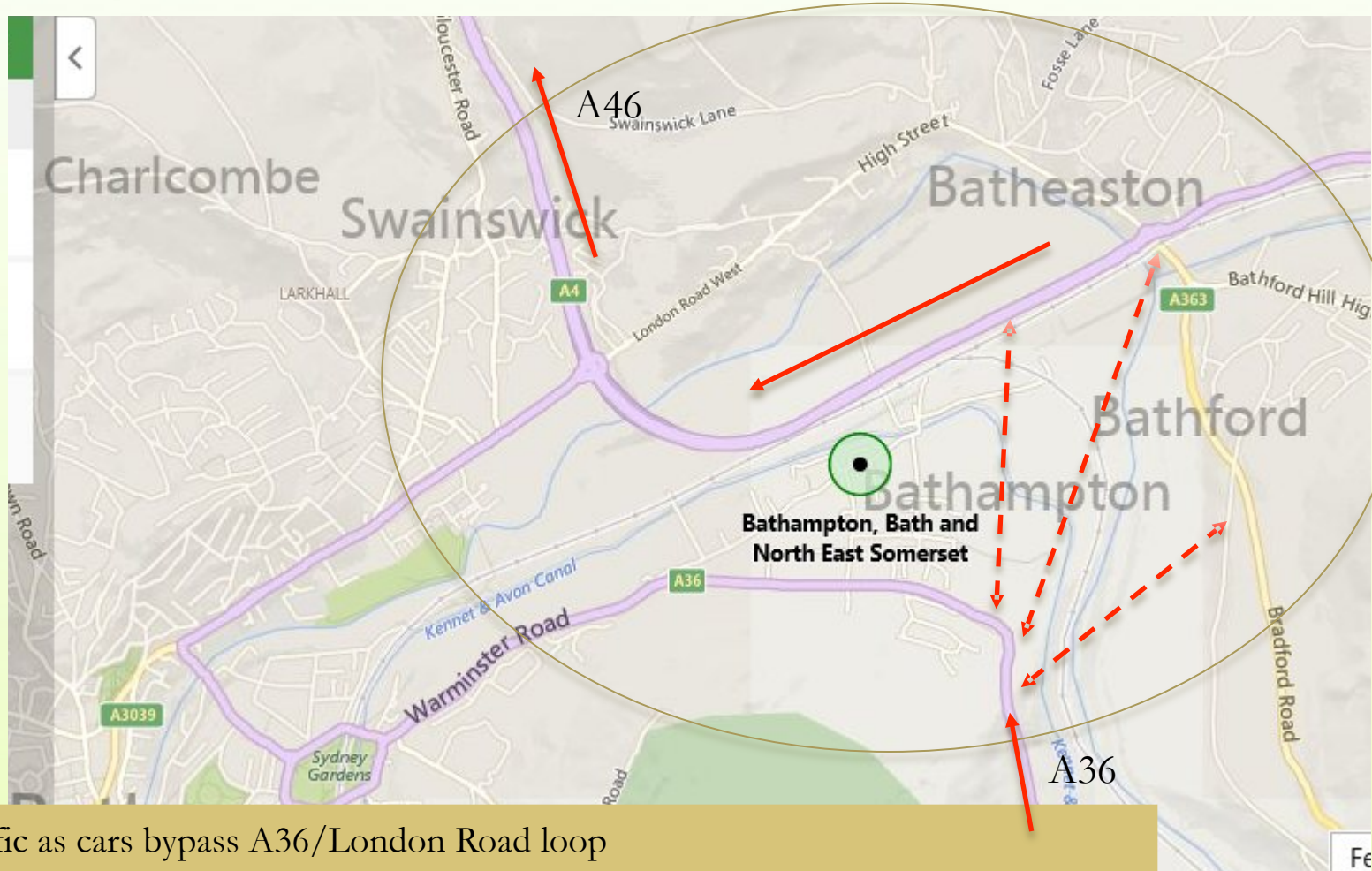
A46 AADF traffic counts 2000-2014



- Declining cars but increasing LGVs (higher pollutants)
- Remains an illegal pollution level exacerbated by standing traffic at Lambridge and crawling traffic thereafter

- Increasing cars and LGVs (higher pollutants) on roads encircling proposed sites
- No reason to suspect that this trend will change
- Any measures that increase traffic volumes here will drive up pollution in Batheaston and may even do so on the London Road

And the proposed link road will likely make the valley even more polluted - we cannot take it all on here



- Increased traffic as cars bypass A36/London Road loop
- Relocation of pollution from the City to the valley
- Increased traffic and emissions in the area around Bathampton, Bathford and Batheaston
- More HGVs likely to divert, reversing the declining trend locally

Section 8 What Now for Batheaston? The Legal Context – Annie Kilvington



What Now for Batheaston?

- Introduction

- 2014 Nox readings at Batheaston mean Council must carry out Detailed Assessment under Part IV of the EA Act 1995.
- New AQMA for Batheaston, or extension of existing to cover area to east of A46 Roundabout, is inevitable.
- BANES has statutory duty to reverse Batheaston's current poor air quality. So obligations upon BANES re:
 - emissions monitoring and reporting; and
 - Planning and development

The Route to an AQMA for Batheaston

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Updating &
Screening
Assessment
May 2015

Batheaston annual mean
concentration NO₂
2014 - 38µg/m³

Are air quality
objectives
being, or likely
to be
exceeded?

Y
e
s

Prepare Detailed
Assessment by 30
April 2016

N
o

Continue to review.
Prepare detailed
assessment at any point
if required

The Environment Act 1995 and Detailed Assessments (1)

- Section 83 EA Act 1995 obliges LAs to designate AQMA where air quality objectives are *unlikely to be, or are not being, met*.
- AQMA must encompass all **known and predicted areas of exceedance where there is relevant exposure** (Defra Local Air Quality Management Policy Guidance (PG09))
- Statutory obligation to be confident all locations where air quality objectives *are or will be* exceeded in relevant year and beyond are identified.

The Environment Act 1995 and Detailed Assessments (2)

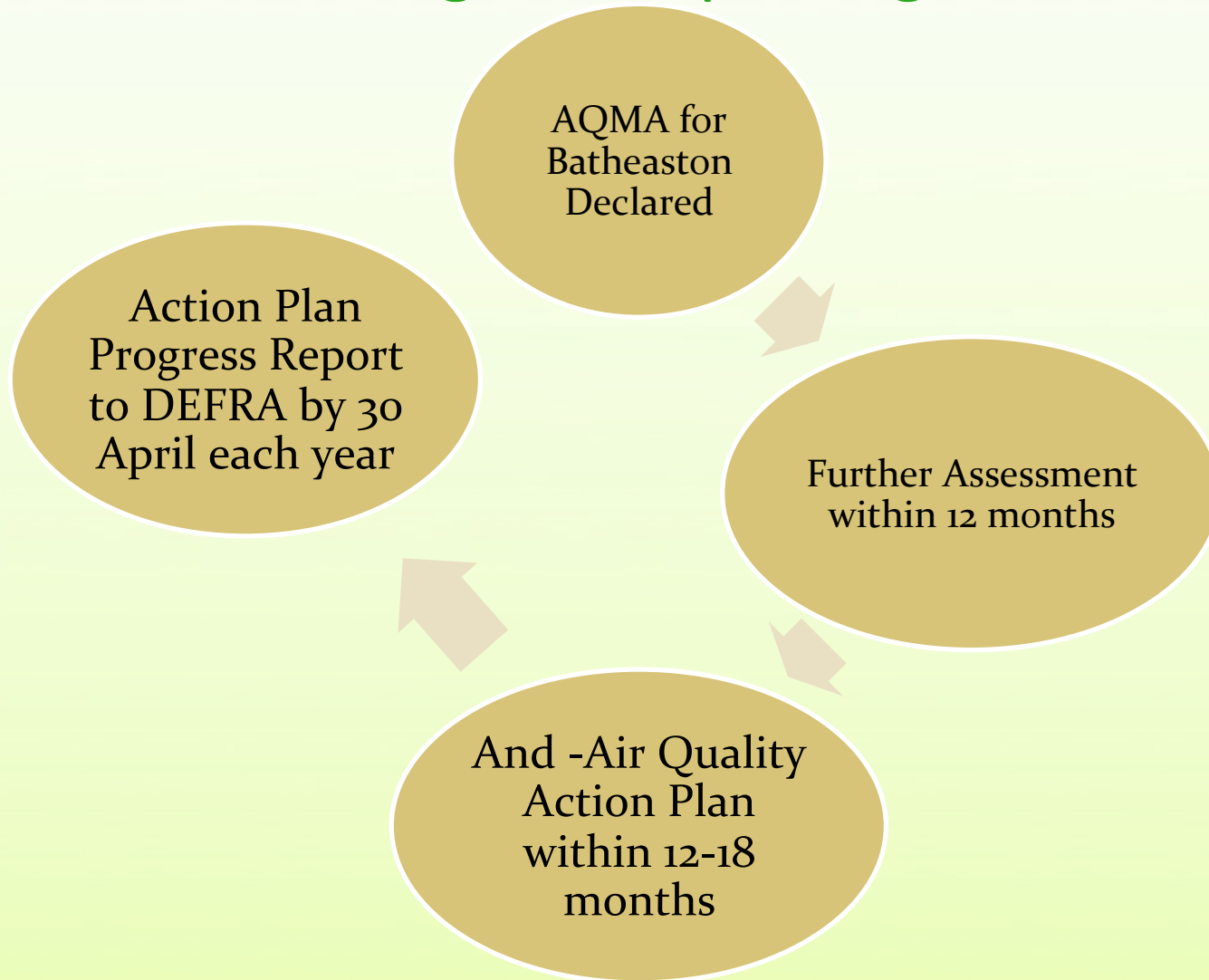
Page 314

- Detailed monitoring, analysis, & traffic modelling required (Defra Technical Guidance LAQM.TG(09))
- **Failure to designate an area which is or is likely to exceed the national and EU limit values for NO₂ is a breach of statutory duty.**

Continuing Obligations

- Council has continuing obligation to meet objectives – year on year.
- Council cannot wait until next Updating & Screening Assessment (USA) to carry out Detailed Assessment where risk identified that an air quality objective will be exceeded.

Action Plan & Progress Reporting for Batheaston



What does this mean for Planning & Development in Batheaston?

- UK is in ongoing breach of the limit values of the Air Quality Directive 2008/50/EC
- Planning Authorities must therefore use their powers to achieve compliance.
- Planning authorities must seek to prevent or reduce extent of breaches of EU law including the Air Quality Directive.

What the National Planning Policy Framework Says

Page 318

Core principle of the NPPF is that planning should:

“contribute to preserving and enhancing the natural environment and reducing pollution”

What the National Planning Practice Guidance Says (1)

The PPG 2015 states:

“Whether or not air quality is relevant to a planning decision will depend on the proposed development and its location.

Concerns could arise if the development is likely to generate air quality impact in an area where air quality is known to be poor. They could also arise where the development is likely to adversely impact upon the implementation of air quality strategies and action plans, and/or in particular lead to a breach of EU legislation (including that applicable to wildlife)”

What the National Planning Practice Guidance says (2)

Considerations could include whether the development would:

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-“Significantly affect traffic in the immediate vicinity of the proposed development site or further afield. This could be by generating or increasing traffic congestion; significantly changing traffic volumes, vehicle speed or both; or significantly altering the traffic composition on local roads. Other matters to consider include whether the proposal ...adds to turnover of a large car park;

-....

-Affect biodiversity. In particular is it likely to result in deposition or concentration of pollutants that significantly affect a European designated wildlife site...or does it otherwise affect biodiversity, particularly designated wildlife sites.”

Know your Limits & Targets

- EU Law on Air Quality imposes more than one type of qualitative standard.
- For some pollutants, eg Sulphur Dioxide & Carbon Monoxide it sets “targets”
- For others, **including NO₂** it sets “limit” values – which “*may not be exceeded*”.

These are obligations of result –

“no excuses”, no matter how difficult.

Where am I going with this?

- Here!

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- *A planning authority cannot grant permission for a development which would lead to a breach of the limit values in the area of development –because this would be taking, rather than refraining from taking a measure which jeopardises the fulfilment of the UK's obligations under the Directive.*

YOU CAN'T DO IT.

LET ME PUT IT ANOTHER WAY

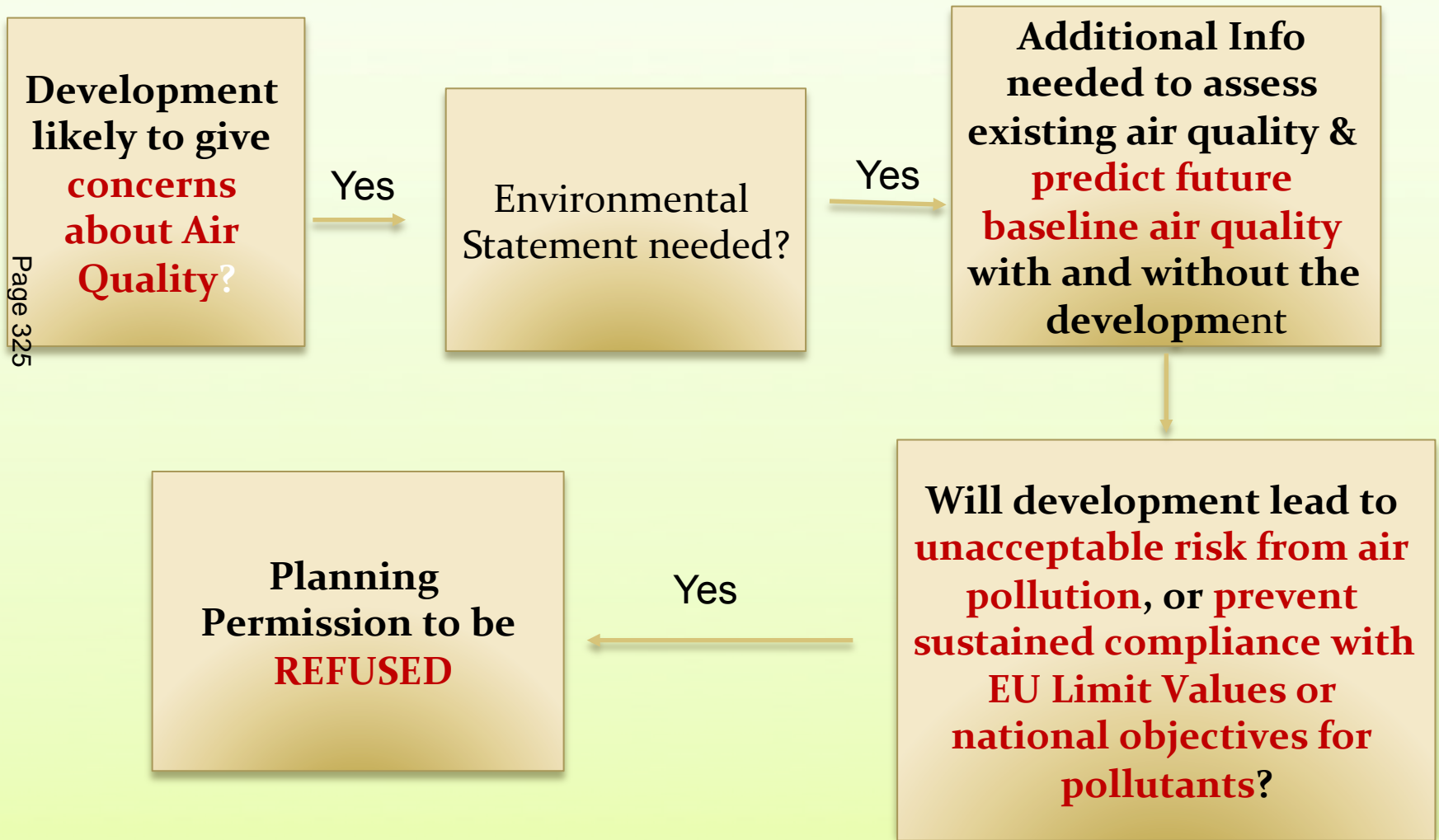
- Planning Authorities **have a duty** in their decision making to achieve compliance with the EU Air Quality Directive 2008
- Where a development would cause a breach in the locality of the development they **must refuse permission**
- Where a development would in the locality either make significantly worse an existing breach, or significantly delay achievement with compliance with limit values **it must be refused**

Reminder of the Evidence

Given that existing baseline concentrations are already close to the objective on London Road West/ High Street Batheaston, it can be seen that all scenarios assessed would result in exceedance of the annual mean objective for nitrogen dioxide. Based on the magnitude of impacts predicted by the sensitivity analysis, these would be classified as a moderate to substantial adverse effect.

Receptor Number	2014 diffusion tube Baseline	+ 1000 vehicles	+ 2000 vehicles	+ 2000 vehicles and reduced speed
1	38.0	40.4	42.6	43.2
2	38.0	41.5	44.8	45.4
3	38.0	42.5	46.6	47.7
4	38.0	41.6	44.8	45.5

What Air Quality will do to Planning



2016 Community proposal for transport solutions East of Bath

Why not the Meadows?



Summary

- You have heard evidence based reasons why:
 - the Council should not build a P&R on the Meadows because of the high level of emissions in the area;
 - a park and ride on the Meadows would not solve Bath's traffic problems; and
 - there is unutilised capacity in the existing park and rides.
- You also need to consider issues included in an Appendix to our report:
 1. Legal and planning constraints and impact on the environment
 2. Loss of community amenity
 3. Impact on our World Heritage City
 4. Visual impact (LDF criteria)
 5. Level of objection(LDF criteria)

2016 Community proposal for transport solutions East of Bath

Section 9. A Way Forward - A Community Proposal Christine Boyd



A Phased Approach

We all agree that Bath has a problem with congestion and emissions. The people in the city and the community in the East are unhappy about this situation.

We all want to find a solution.



A Phased Approach

B&NES has proposed that a Park & Ride on Bathampton Meadow is the answer to our problems, but the evidence does not support this.

(In fact there is very little evidence at all.)



A phased approach

What we do now know, based upon the yearly trend of actual usage, is that there is spare capacity in our existing Park and Ride sites.

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This allows B&NES time to step back and take a phased approach.

Meeting the short-term needs, while gathering the appropriate evidence to solve the long-term problems.

Our Community Proposal

1. Build a P&R on A4 beyond the Bathampton Basin (if you must)
2. Utilise spare capacity at Lansdown P&R through better signage and road improvements
3. Utilise spare capacity at all P&R sites by better communication and signage
4. Address seasonal demand fluctuations
5. Work with the Alliance to develop sustainable transport solutions for the east of Bath that create true modal shift.

1 Build a Park and Ride

- on A4 beyond the Meadows Basin (if you must)

Individual members of the Alliance are submitting suggestions for alternative sites to the LDF that could be considered

This does not mean we support Park & Ride !

Any P&R must be outside the Meadows Basin

- P&R, on the east of the city must be outside the Meadows Basin, otherwise emissions will breach legal limits.
- The council can only consider sites that are far enough along the A4 or the A46 not to create further problems

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But we prefer link and ride!

2. Use the spare capacity at Lansdown P&R by creating better signage and improving access roads



Existing P&R sites have an average occupancy of less than 50%.

If a new P&R is built 'P&R veterans' will transfer from existing P&R sites further reducing occupancy.

Instead of embarking on a costly new Park & Ride, we suggest using the spare capacity in our existing sites

Overcome poor signage and poor access to Lansdown P&R

3. Use spare capacity at P&R sites by improving information and signage

- The top Google hit when searching 'parking in Bath' is the Visit Bath website.

<http://visitbath.co.uk/travel-and-maps/parking-in-bath>

Lists 13 city centre car parks but P&R is not on the list.

Page 336
B&NES parking webpage.

<http://www.bathnes.gov.uk/services/parking-and-travel/car-parking/parking-bath>

This shows all car parks including Park and Ride on an interactive map. It also lists car parks and their tariffs, but this excludes Park and Ride sites.

2 Hours 3 Hours 4 Hours 6 Hours 8 Hours 10 Hours 12 Hours

Avon Street

(BA1 1UF)	£3.10	£4.30	£5.40	£7.40	£9.90	x	£12.50
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Charlotte Street

(BA1 2NE)	x	x	£5.40	£6.40	x	x	£8.50
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Manvers Street

(BA1 1JZ)	£3.10	£4.30	£5.40	£7.40	£9.90	x	£12.50
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3. Use spare capacity at P&R sites by improving information and signage

<http://www.bathcarparks.co.uk>

This shows all currently available parking spaces in Bath including the Park & Rides. But as there is usually spare capacity in the city centre car parks, it does not offer an incentive to use the Park & Rides.

The community believes that better signage and online information, plus 'live' information boards at strategic entrances to the city, would encourage more visitors to use the existing Park & Rides and increase the usage figures. Work place and school travel plans should reinforce this message.

Bath Car Parks *Easy Check. Easy Park.*

Car Park	Available	
Newbridge P+R	696	▼
Charlotte Street Car Park	1026	▼
SouthGate General Car Park	752	▼
Podium Car Park	473	▼
Lansdown P+R	827	▼
SouthGate Rail Car Park	136	▼
Odd Down P+R	1242	▼
Avon Street Car Park	342	▼

Powered and Designed by 

Data provided by Bath: Hacked

4. Address seasonal demand fluctuations

The Alliance has shown, in its analysis of the actual yearly data for Park & Ride usage in Bath, that around 75% of P&R users are likely to be shoppers and day-trippers.

Some visitors use city centre car parks, and they are likely to leave the city around the same time as commuters, compounding traffic problems in the evening rush hour.



4. Address seasonal demand fluctuations

The P&R sites are busiest on Saturdays and at certain times of year such as during the Christmas Market.

The busiest day last year was the 5th of December, when the Christmas Market and a Bath Rugby game combined meant that parking capacity was exceeded at all three Park and Rides.



These are predictable events and the problems they create can be avoided by proper demand management measures, such as providing overflow parking, and programmes to shift the time that visitors leave the city to beyond the rush hour.

Ideas to manage peak demand

- Bath Racecourse can be used as a seasonal overflow P&R site. Its close proximity to Lansdown means that it could be served by a short extension to the P&R bus service for this site

It is possible that this solution could also be offered for Bath rugby home games and other events as required.

- There are likely to be other potential seasonal sites next to the other Park & Ride sites at Odd Down and Newbridge. For example, Newton Park campus or Wessex Water car park which are not used at weekends
- Bath Tourist office, working in partnership with shops, restaurants, and visitor attractions, could do more to encourage longer stays in the city and so avoid an exodus of visitors during the rush hour.

A good model for this is Cambridge, where the tourist office organises events and street performances around 5pm. Museums, galleries and shops also stay open until 7 or 8pm, and restaurants, bars and attractions offer 'happy hour' prices at this time, to encourage people to stay in the centre longer.



5. Work with the Alliance to develop sustainable transport solutions for the east of Bath that create true modal shift.

We are a car-loving nation and Bath is no different from the rest of the UK in this respect. Unless positive measures are employed to change behaviour and get people out of their cars our traffic problems will remain



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It is clear that neither the council nor the community have all the answers. But the Alliance has shown that local people are capable of working productively with the council and should be considered part of the solution not part of the problem

Part of the work of the Alliance has been to develop our own ideas for creating modal shift, these ideas are set out in our own alternative transport strategy attached at appendix X

We are now calling upon B&NES to join with the Alliance to develop our ideas by establishing a high-level working group, involving the council, transport professionals and the community, to build a strategy that targets modal shift to the east of Bath

2016 Community proposal for transport solutions East of Bath

10 : Alternative strategies – Mark Millar



Alternative strategies that work

- Making it cheaper to travel by public transport
- Congestion charging
- Improving local rail services such as MetroWest
- Investing in safe walking and cycling routes
- Measures to ensure the protection of bus services to the villages east of Bath
- Cautious support to the introduction of a Low Emission Zone, provided it does not export emissions from the centre to outlying villages.

Getting Around Bath Transport Strategy

- Many positive transport measures set out in the Getting Around Bath transport Strategy.
- Concern is that this policy as yet has:
 - no implementation plan,
 - no set targets for bringing down congestion or improving air quality, and
 - no system for monitoring components of the plan as they are rolled out.
- We urge B&NES to address this.

Getting Around Bath Transport Strategy (ctd)

Council's commitment to delivering 'soft' measures – low-cost high value-for-money initiatives with the community including:

- Car clubs
- Travel plans
- Car sharing
- iCollective Mobility
- Walking for Health initiatives Decommissioning older taxis and buses
- Providing the infrastructure

Two areas we believe should be targeted by B&NES

- **The Workplace:** encouraging employers (hospitals, schools, etc) to promote car sharing; to put in washing facilities (showers, etc) and lockers for cyclists or runners; provide safe storage areas for bicycles; remove free parking as a perk.
EU survey showed such measures reduced car use by 4-18%.
- **Schools:** school-related traffic accounts for significant traffic flows;
 - **Reduce school bus fares:** It costs £3 a day for a return ticket for a child travelling from Batheaston to Ralph Allen School – multiplied for more than one child
 - **Work with schools to produce individual school travel plans:** promote walking and, for older pupils, cycling and car-sharing.

Alternative strategies: Conclusion

- Soft measures alone are not likely to solve Bath's congestion problems.
- However such techniques and highly focused marketing techniques have been shown to have a measurable effect on influencing consumer choice – and the cost, in real terms is negligible.
- According to Department of Transport figures, introducing a range of behaviour-changing measures concurrently across the city can result in car driver trips down by 9%, cycle trips up by 26-30%, walking trips up by 10-13% and carbon reduction per head of population by 50kgs.
- We have a highly articulate, educated and motivated community here in Bath who believe in our city and want to make it one of the best places to live in the country.
- Let's work together to achieve this.

Section 11

Next Steps and Wrap Up

Appendix 4

Site	<i>feasibility and deliverability of each site option;</i>	<i>costs associated with each site option;</i>	<i>transport benefits of each site option; and</i>	<i>visual impact of each site option.</i>
Site A: Land east of A4/A46	Access onto London Road West is difficult/costly due to gradient. Likely detrimental effect on Air Quality at the roundabout & London Road East. Part of site in flood plain.	Cost of car park in the region of £3-4m with additional cost of a new/improved access (£1+m) and flood mitigation.	Well located to capture demand but likely to increase congestion on A46 roundabout	Not in AONB High negative impact on AONB setting Within WHS, high negative landscape impact Partially in Greenbelt
Site A+: Land east & west of A4/A46	May increase congestion on A46 roundabout. Likely detrimental effect on Air Quality at the roundabout & London Road. Highways England (HE) approval required	Significant costs as decking needed to provide capacity. £20+m depending on number of decks	Well located to capture demand but access problematic	Not in AONB High negative impact on AONB setting Within WHS, high negative landscape impact Not within Greenbelt
Site B: Land west of Mill lane	Access from A4 would need HE approval and may be difficult to provide without using Site F	No structures if access direct from A4 but significant earth works needed given level differences. £8m – £12m	Well located to capture demand and would allow link to Metro West rail option	Not in AONB High and negative impact on WHS setting and AONB setting Located in the Greenbelt Comprehensive approach and landscape mitigation would reduce landscape impact
Site C: Charmy Down	Access from A46 difficult due to safety because of poor visibility and speed of traffic, land unstable, HE approval required	Significant costs to gaining safe access from A46 £20+m	Well located for A46 traffic from the north but not for east of Bath	Within AONB, high negative impact on AONB and WHS setting. Located within an area of water source protection. Located in the Greenbelt
Site E: Bathford	Site too small, negative impact on adjoining streets and dwellings and would require pedestrian crossing of A4 if promoted in combination with other sites.	No significant structure required. £4m	Well located to capture demand	Not in AONB. High negative impact on WHS setting and AONB setting Located in the Greenbelt

Appendix 4

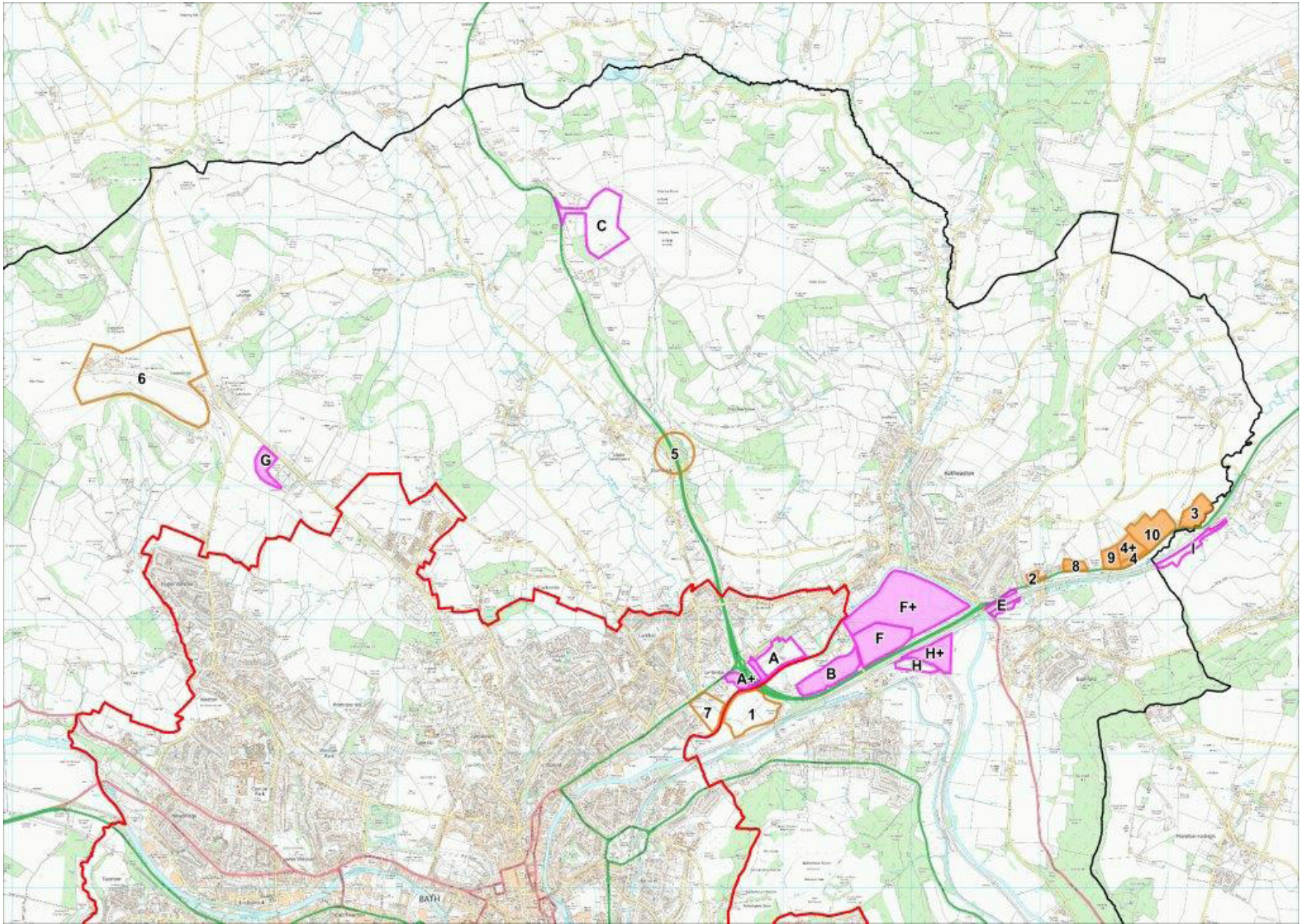
Site	<i>feasibility and deliverability of each site option;</i>	<i>costs associated with each site option;</i>	<i>transport benefits of each site option; and</i>	<i>visual impact of each site option.</i>
Site F: Land east of Mill lane	Previous Planning Permission shows deliverability	£7.3m – £11m	Well located to capture demand	Not in AONB High and negative impact on WHS setting and AONB setting Located in the Greenbelt Comprehensive approach and landscape mitigation would reduce landscape impact
Site F+: Land east of Mill lane with mitigation	Previous Planning Permission shows deliverability	£7.3m – £11m	Well located to capture demand	Not in AONB High and negative impact on WHS setting and AONB setting Located in the Greenbelt Ecological and landscape mitigation would reduce landscape impact and deliver biodiversity gain
Site G: Lansdown P&R	Existing P&R site which could be expanded	No significant structure required. £1-2m depending on spaces required.	Well located to capture demand from the north but not from east, access is poor and by minor roads in South Gloucestershire	Within AONB, negative landscape impact Comprehensive approach and landscape mitigation could reduce landscape impact Located in the Greenbelt
Site H: Bathampton Junction	Network Rail (NR) not supportive, no business case and very difficult access under A4 & railway, 10+ years to deliver. Approval required from HE & NR	Significant costs associated with a tunnel under the A4 & railway, a decked car park and moving the railway line. Over £60m	Well located to capture demand	Located within AONB, high negative impact on AONB, WHS setting, existing listed building Located in the Greenbelt
Site H+: Bathampton Junction – bus based	Unlikely to have a positive business case, difficult access under A4 & railway. Approval required from HE & NR	Significant costs associated with a tunnel under the A4 & railway & a decked car park. Over £50m	Well located to capture demand	Located within AONB, high negative impact on AONB, WHS setting, existing listed building, significant impact due to height of decked structure Located in the Greenbelt

Appendix 4

Site	<i>feasibility and deliverability of each site option;</i>	<i>costs associated with each site option;</i>	<i>transport benefits of each site option; and</i>	<i>visual impact of each site option.</i>
Site I: Box Bridge	Road safety concerns regarding access due to limited visibility and vehicle speeds. Site long and thin so difficult to serve. Bus terminal would be difficult to fit onto the site. Site is in Wiltshire who would be the planning authority for any planning application.	Access under rail bridge would need enlarging to accommodate traffic. Approximately £10m	Site some distance from Bath and only attractive to A4 traffic	Located within AONB, high negative impact on AONB, WHS setting Outside of B&NES
Site 1: Land adj. to Meadow Farm	Access difficult and expensive due to river and flood plain.	Significant structures required to access site £30+m	Well located to capture demand	Not in AONB High negative impact on WHS and AONB setting Located in the Greenbelt
Site 2: Land at Broadlands farm	Small site, impact on nearby dwellings	No significant structures required £3m	Site some distance from Bath and only attractive to A4 traffic	Within AONB. Undeveloped site detrimental impact on AONB and WHS setting Located in the Greenbelt
Site 3: Land north of Box Bridge	Site may flood, access from A4 difficult due to limited visibility	No significant structures but a former tip so unknown costs	Site some distance from Bath and only attractive to A4 traffic	Within AONB, undeveloped site detrimental impact on AONB Located in the Greenbelt
Site 4: Land north of Box Road	Site could accommodate some of the demand from A4, access difficult due to visibility	£2.0 – £3.5m	Site some distance from Bath and only attractive to A4 traffic	Within AONB but has development on it. High and negative impact on WHS setting and AONB . Located in the Greenbelt Comprehensive approach and landscape mitigation could reduce landscape impact
Site 5: Land off A46 at Swainswick & Bailbrook	No site identified, land stability issues	N/K	N/K	N/K Located in the Greenbelt Within AONB and WHS setting

Appendix 4

Site	<i>feasibility and deliverability of each site option;</i>	<i>costs associated with each site option;</i>	<i>transport benefits of each site option; and</i>	<i>visual impact of each site option.</i>
Site 6: Bath Race course	Not available for regular use, impact on golf club, potential clashes with race days	No significant structures £2m	Well located for A46 traffic but not for east of Bath	Within AONB, negative landscape impact Located in the Greenbelt
Site 7: Land at Lambridge	Air Quality and congestion issues, limited capacity	Need to compensate for loss of flood capacity	Well located to capture traffic	Within WHS high negative impact
Site 8 Land off A4	Site large enough to support forecast demand.	No significant structures £2.9 - £4.2m	Site some distance from Bath and only attractive to A4 traffic	Within AONB but has development on it. High and negative impact on WHS setting and AONB . Located in the Greenbelt Comprehensive approach and landscape mitigation could reduce landscape impact
Site 9: Land east of Box Road Gardens	Small site	No significant structures £2.3m - £3.3m	Site some distance from Bath and only attractive to A4 traffic	Within AONB, undeveloped site detrimental impact on AONB Located in the Greenbelt
Site 10: Lane west of Lower Lodge, Box	Site could accommodate forecast	No significant structures £2.3m - £3.3m	Site some distance from Bath and only attractive to A4 traffic	Within AONB, undeveloped site detrimental impact on AONB Located in the Greenbelt



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Bath & North East Somerset Council		
MEETING	Cabinet	
MEETING DATE:	04 May 2016	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2857
TITLE:	Youth Justice Plan 2016-17	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Youth Justice Plan 2016-17		

1 THE ISSUE

- 1.1 The Local Authority has a statutory duty, in consultation with key partner agencies, Health Police and Probation, to produce an annual Youth Justice Plan. The Plan sets out how youth justice services are to be composed and funded, how they will operate and what functions they will carry out to prevent youth offending and re-offending across Bath and North East Somerset.

2 RECOMMENDATION

- 2.1 The Cabinet recommends adoption of the Youth Justice Plan as part of the Council's Policy and Budget Framework and notes this can be accommodated within the Council budget.
- 2.2 Cabinet recommends the Youth Justice Plan to Council as fulfilling the requirements of the Crime and Disorder Act 1998 and agrees it can be submitted to the Youth Justice Board for England and Wales.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 The Council is the lead partner in the multi-agency arrangements to prevent youth offending, working closely with Police, Probation and Health Services. All partners have statutory responsibilities to participate in the resourcing of the Youth Offending Service. Following national consultation, the National Probation Service staffing contribution is reducing and they are contributing £5,000 into the pooled budget, after a number of years of making no contribution. The Council makes a significant contribution in terms of staff, cash and additional support, including provision of office accommodation and financial and human resources support services. In 2016-17, the Council is contributing £440,700, most of which pays for staff salaries.
- 3.2 The work of the Service also depends on a national grant from the Ministry of Justice, via the Youth Justice Board. It has received notification of a 11.2% reduction and the Youth Offending Service Management Board has arrangements in place to review the implications of this settlement and to support the Youth Offending Service to deliver

services in accordance with this Plan for 2016-17. Submission of a Youth Justice Plan is a condition for receipt of the national grant.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

4.1 Preparation of an annual Youth Justice Plan is required under Section 40 of the Crime and Disorder Act 1998. The national Youth Justice Board for England and Wales has published guidelines for its completion and requires it to be submitted by July 2016.

5 THE REPORT

5.1 The principal, statutory aim of the youth justice system is to prevent youth offending by 10-17 year olds. The Youth Justice Plan reviews the positive progress made last year in work with young people at risk of offending and re-offending and with their parents/carers and victims and sets out how services are to be resourced and delivered in 2016-17.

5.2 Actions in the work plan will contribute to making Bath and North East Somerset a safer place and to helping young people work towards more positive, crime-free outcomes.

6 RATIONALE

6.1 The Council has a statutory obligation to publish a Youth Justice Plan

7 OTHER OPTIONS CONSIDERED

7.1 None

8 CONSULTATION

8.1 This Plan draws on learning from a recent HMIP Inspection, feedback from service users and consultation with the Youth Offending Service and its Management Board.

8.2 A copy has been sent to the Trade Unions.

8.3 This Plan has been drawn to the attention of the Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and the Section 151 Officer (Divisional Director – Finance)

9 RISK MANAGEMENT

9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

Contact person	Sally Churchyard: 01225 396966
Background papers	Youth Justice Plan 2015-16
Please contact the report author if you need to access this report in an alternative format	

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Bath and North East Somerset

Youth Justice Plan 2016 – 2017

Working in partnership to prevent youth offending

**Bath & North East
Somerset Council**



**National
Probation
Service**



**Bath and North East Somerset
Clinical Commissioning Group**

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1. Introduction

Youth Offending Services were established under the Crime and Disorder Act 1998 to prevent youth offending. This Plan is written in accordance with the Crime and Disorder Act 1998 and guidance from the Youth Justice Board and sets out how this work will be taken forward in the year ahead. It summarises the achievements of the Youth Offending Service and its partners in 2015-2016 and, drawing on feedback from service users, a review of local performance data and learning from a very recent Inspection, sets out a work plan for 2016-2017. The Plan has been consulted with members of the Youth Offending Service, its Management Board and the two sub-groups, the Youth Crime Prevention Board and the Custody Review Panel.

The Youth Offending Service is very well established within the Authority and makes a substantial contribution to the work of a range of other partnerships and work streams. It regards these as opportunities to learn and share good practice and to influence other strategies to ensure they take account of the interests of young people at risk of offending and re-offending, their parents/carers and victims.

At the time of compiling this Plan, the youth justice system is subject to a national review which will report in July 2016. The year ahead is likely to prove a significant time in shaping future delivery of services for young people who offend. Time has been set aside for the Management Board to consider the implications of the review and direction of travel for the Service.

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Local Priorities

The Children and Young People's Plan 2014-2017 sets out an agreed vision for supporting children and young people to achieve the best possible outcomes:-

We want all children and young people to enjoy childhood and to be well prepared for adult life

This applies equally to young people at risk of offending or re-offending and as part of the wider children's workforce, the Youth Offending Service is committed to the three priority outcomes:-

1. Children and young people are safe
2. Children and young people are healthy
3. Children and young people have equal life chances

The Service has also adopted the local ambition for parenting:-

Parents take responsibility for understanding and meeting their children's needs, enjoying their childhood with them and preparing them for adult life

The lead partner for the Youth Offending Service is Bath and North East Somerset Council whose corporate priorities up until 2020 are shown in the table below, together with the in-year priorities for the Service within which the Youth Offending Service is directly managed:-

Corporate Priorities	Linked Children, Young People and Family Service Priorities
A strong economy and growth	Narrow the gaps in education and employment outcomes for vulnerable groups of children and young people.
A focus on prevention	Prevent and reduce significant harm and the need for children to grow up in care – achieve sustainable improved outcomes at the lowest level of intervention.
A new relationship with customers and communities	Keep children and young people at the heart of everything we do - listening to children and young people, parents, carers, victims of crime at team, service & divisional level.
An efficient business	Support staff to work effectively with children, young people and families through workforce development, streamlining systems and processes and focusing our resources.

The Youth Offending Service reviews its performance in relation to the following nationally reported outcomes;

1. Reduction in the rate of first time entrants
2. Reduction in the rate of re-offending
3. Reduction in the rate of custody
4. Suitable accommodation
5. Suitable education, training and employment

These local priorities and national outcomes are incorporated into the Work Plan on page 20.

3. Core areas of work for the Youth Offending Service

3.1 Staff from a wide range of backgrounds including Police, Health, Social Care, Education and the National Probation Service, participate in the multi-agency Youth Offending Service. They work in an integrated way alongside other specialists and have key statutory functions, including the supervision of young people on Out-of-Court Disposals and Court Orders, giving victims a voice, enabling young people who have offended to make amends for the harm they have caused and strengthening parenting skills. The statutory work is supplemented by a prevention service, Compass, which works on a voluntary basis with children aged 8-17 years who are at high risk of offending, and with their families. The Youth Offending Service is responsible for safeguarding young people and supporting them to make positive lifestyle choices and achieve better outcomes. The main areas of work are set out below:-

3.2 Prevention

The Youth Offending service has been actively involved in the introduction of an Early Help strategy and a refreshed Parenting Strategy and has aligned its own prevention work with these developments. Compass is a long-standing service has been designed to work with young people aged 8-17 who are assessed as being at high risk of offending, and with their parents/carers. The service aims to reduce the risk of individual young people offending and entering the youth justice system and supports them to improve their social and emotional well-being, to fully participate in education, training and employment and to strengthen parenting skills. Compass is now part of the local 'early help' offer, a wider range of support and services for children and young people to help them before the issues they face become more serious. The Local Authority also commissions an independent sector service, Mentoring Plus, to work with 12-21 years olds at risk of offending and a young person's substance misuse service. The Youth Offending Service is fully involved in the commissioning processes for both services. Additionally, Compass also undertakes Return Home Interviews with young people who have returned home after going missing. This supports identification of those who would benefit from early help, including in prevention of child sexual exploitation or offending.

3.3 Diversion

A Cannabis diversion initiative has been piloted this year, in partnership with Police and DHI's Project 28, the local young people's substance misuse service. Young people who may have previously been issued with an immediate Youth Caution by the Police are now offered an opportunity to attend an awareness raising workshop with Project 28. If they take this offer up, they can be dealt with by an informal community resolution and will not be recorded as formally entering the youth justice system. Those who want it then have an opportunity to continue to work with Project 28. Between January 2015 and March 2016, thirty one young people attended the Cannabis diversion scheme. Twenty five of these young people had no previous criminal record. Youth Offending Service and Avon and Somerset Constabulary records indicate that only three of those twenty five young people have gone on to receive a Youth Caution or higher criminal sanction. As such the scheme has successfully diverted twenty three young people away from becoming first time entrants to the criminal justice system.

3.3 Pre-Court Disposals

Under the Legal Aid, Sentencing and Punishment of Offenders Act 2012, young people who have admitted a minor offence can be dealt with outside of the Courts through a Youth Caution or a Youth Conditional Caution. The Youth Offending Service support this process by assessing young people, shared decision making at fortnightly 'Out of Court Disposals Panels' and delivery of short-term interventions to young people and parents/carers to reduce the risk of re-offending.

3.4 Arrest and Court work

- ❖ **Appropriate Adult services** for young people to safeguard their interests when they are being formally interviewed by the Police. This service is commissioned from Bristol Youth Offending Service.
- ❖ **Bail Support and Supervision** – The Youth Offending Service supports and supervises young people who are conditionally bailed by the Courts to maintain contact with the Youth Offending Service.
- ❖ **Remand to the Care of the Local Authority** - The Youth Offending Service supports young people who are remanded to the Care of the Local Authority and become Looked After children. They also have an allocated Social Worker and are entitled to the same level of support as other Looked After young people.
- ❖ **Report Writing** - preparation of written reports to inform key decision making about young people who have offended, such as supporting contract requirements for Referral Order Panels, and analysis of the offence and proposal of sentencing options to the Courts via Pre-Sentence Reports.
- ❖ **Court Duty** – providing information and advice to the fortnightly sitting of the local Youth Court and occasionally attending Bristol Crown Court and other Courts when young people from Bath and North East Somerset are being sentenced. The Service also supports young people to understand the sentences passed, makes assessments of those who have been remanded or sentenced to custody and makes follow-up arrangements for working with young people subject to Court Orders.

3.5 Supervision of young people in the community

Young people who are sentenced in the Courts are usually supervised by the Youth Offending Service in the community – that is, they remain living with their parents or foster carers; occasionally, they may be living in a residential setting. The Youth Offending Service works with young people to assess their needs and vulnerability and their likelihood of re-offending and where relevant, of causing serious harm to others. They then work with young people, their parents/carers and other agencies to agree plans to address these concerns. The level of contact with the Youth Offending Service is determined by the assessed level of risk and the interventions delivered include specific offence-focussed work, raising victim awareness, encouraging positive activities and supporting engagement in education training or employment. The Youth Offending Service is responsible for managing young people subject to Intensive Supervision and Surveillance requirements made by the Court as an alternative to custody. Such an Order requires the young person to engage with a 25 hour per week programme of education, training and employment, supervision and activities and an electronically monitored curfew. The Service also supervises young people subject to Unpaid Work Orders.

3.6 Work with young people in custody

A minority of young people are remanded or sentenced to custody, usually because of the seriousness of their offending, but sometimes because of repeated failure to co-operate with the requirements of Court Orders. The Youth Offending Service provides risk assessments to the Youth Justice Board to ensure the young person is safely placed in the most appropriate establishment and plans supervision of young people when they return to the community. The most common youth custodial sentence is the Detention and Training Order, lasting for up to two years. Longer sentences apply for more serious offences. Bath and North East Somerset is part of a sub-regional Resettlement Consortium which collaborates in areas of delivery and promotes sharing of best practice.

3.7 Restorative Justice and Work with Victims

Restorative justice approaches are an important part of the Youth Offending Service's work. The Service aspires to be a restorative service and encourages staff to raise and address internal issues restoratively wherever possible; there have been some positive experiences of this taking place in the last year. The Service has also been working towards achievement of the Restorative Justice Quality Mark.

All known victims are visited and work is tailored to their individual needs. During 2015, the network of trained restorative justice facilitators was increased and the Service began to work in partnership with other agencies including Lighthouse (who offer victim support), the Young Victims' Service and the North East Restorative Approaches Partnership. The Youth Offending Service now has a 'virtual team' of trained facilitators who can jointly deliver restorative justice work for all offences, including vulnerable and sensitive victims.

Examples include multi-agency restorative meetings with Curo housing, where family conflicts were addressed in order to avoid evictions and completion of restorative conferences for assaults and criminal damage. Shuttle mediation has been undertaken to answer victims' questions when it has not been possible for victims and young people to meet face to face. Payment for damages and direct reparation has been undertaken and victims have usually provided excellent feedback.

"It's nice to know that victims are taken into consideration, you helped get my money back"

"I'm glad I met the offender (and) I'm glad I got the opportunity to hear his side. I wanted him to know, he can change his life"

"I feel really bad about this, I've been beating myself up. It actually helps talking to another person. I appreciate everything you have done"

One person questioned the use of a Youth Hub for a meeting, saying that it did not feel a sufficiently neutral environment as it was more comfortable for the young person to be there than for the victim. The Service has learned from this and is now reviewing 'neutrality' of location in every instance.

It is clear that young people are also appreciative of what they learn from engaging in this work:-

"I said all I wanted to and felt listened to and heard things that I hadn't heard before"

"(It was) fine (and the) victim was easy to talk to. I learnt one punch could do a lot of damage and that I can turn my life around"

"(It was) fine and I'm happy I did it and said sorry. (I learned) never to try and ride away from Police when stopped."

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Where direct involvement with victims is not possible, then young people are asked to make amends or pay back the wider community by undertaking reparation work. This continues to be planned on a more bespoke basis in order to better meet the needs of victims, the local community and young people. Discussions are had with both victims and young people, with direct reparation completed where appropriate. If victims do not wish for direct reparation they are encouraged to suggest projects they feel are important where reparation could be carried out.

A large Bath store asked for any reparation to support the work of the Woodland Trust, a charity it supports, or activity in the environment which would benefit the local community. After discussion with the store and young person it was agreed that they would spend time making open spaces in the city centre better for the community to enjoy. Part of his reparation was with the Council's Parks Department, potting up 1000 daffodil bulbs as well as gardening in Bath's Parade Gardens. He also did a litter pick near the entrance of community green space, the Linear Park.

Young people are often keen to do litter picking for their reparation and so the challenge is to encourage them to broaden their horizons and do a reparation activity that has some relevance to the offence and also their aspirations. The Service continues to work with young people to boost their confidence and esteem. Examples include packing food parcels at the Foodbank, growing fruit and vegetables on the allotment, helping in a charity shop in Midsomer Norton and helping walk dogs and care for cats at the Bath Cats and Dogs Home.

3.8 Work with parents/carers and families

The Youth Offending Service led in the refresh of the Parenting Strategy this year, promoting whole family approaches and re-stating the commitment to evidence-based work in supporting parents undertakes assessment of a young person's family situation and parenting and offers a range of interventions designed to support family relations, improve parenting skills and confidence. Work with parents is usually on a voluntary basis but can sometimes be within a Parenting Order. The interventions include individual parenting skills sessions, family mediation and joint work with the parents/carers and the young person, for example, concerning a young person's aggression within the home. The Youth Offending Service is also part of the Connecting Families' wider matrix team and sometimes takes on the role of 'lead professional' with families who meet the national Troubled Families criteria. This includes undertaking a Whole Family Assessment profile, organising regular Team Around the Family Meetings and co-ordinating a Whole Family Plan to provide support for all family members.

4. Multi-Disciplinary work

A key strength of Youth Offending Services is that they are multi-disciplinary. The co-location of staff from a wide range of disciplines supports information sharing and planning and enables readily tailored approaches to young people's needs.

4.1 Education (Bath and North East Somerset Council)

A new Education Worker has enabled a fresh look at how the Youth Offending Service supports young people's engagement in education, training and employment, a key protective factor in reducing the risk of offending. She monitors young people's participation in learning and will be comparing this with data for the whole academic age 16/17 cohort in the Local Authority. She is working closely with the Council's new Youth Connect Service to integrate approaches to identifying and addressing young people's need and with the Special Educational Need and Disability Team to strengthen information sharing and support for young people. It is clear that a small number of young people known to the Youth Offending Service have particular needs that are hard to meet from the provision currently available and key areas of work for 2016-17 will be with commissioners to ensure that young people's needs for compulsory education up to the school leaving age are met, and to support the development of a 14-25 Strategy.

4.2 Health (Bath and North East Somerset Clinical Commissioning Group)

The Youth Offending Service benefits from secondment of a part-time Speech and Language Therapist and a part-time Nurse. Speech and Language therapist achievements this year have included:

- ❖ Increased rate of screening and identification of speech, language and communication needs
- ❖ Systematic tracking of cases and development of information sharing between professionals
- ❖ Input into interventions leading to improved engagement and participation by service users
- ❖ Introduction of 'communication profiles' for magistrates/panel members that have impacted upon the understanding of the way the service-user may present, due to their speech and language therapy needs.

Over the next year, the priorities are to maintain the current effectiveness of screening during transition to the new assessment tool, strengthening joint-working practice with case managers and continue involvement in the training of staff, volunteer Panel Members and Magistrates.

The inclusion of a Nurse in the multi-agency team has been valuable, has enhanced education of the Service in health matters and information sharing. Links with professionals and young people at Project 28 are now well established and a weekly enhanced sexual health clinic has been set up, supporting vulnerable girls and access to appointments in dental care and with GP surgeries. With one young person, this led to a diagnosis which enabled staff to support him holistically whilst he completed his Court Order. With young people working voluntarily with the Compass team, she has been able to attend Team around the Child meetings with families and support with links with paediatricians and the Child and Adolescent Mental Health Service. Joint work with Social Care includes supporting a family where there has been an allegation of harmful sexual behaviour. Opportunities this year also included delivering a session to colleagues on the workings of the teenage brain, enabling the team to look at the biological differences and how interventions with young people can be tailored to their individual needs.

4.3 Probation Officer (National Probation Service)

A seconded Probation Officer works as a case manager, directly supervising young people subject to Court Orders and bringing skills in assessing and managing risk, including working closely with Impact and Multi-Agency Public Protection Arrangements to ensure integrated planning for work with young people who present a higher risk of serious harm to others. They also support the transition to adult criminal justice services for young people who continue to offend. Following national consultation, the National Probation Service is reducing the post in Bath and North East Somerset from full-time to half-time. Whilst this is a loss to the case management capacity which will need to be identified from elsewhere, it provides an opportunity to strengthen the transition arrangements for young people from youth to adult justice services, with the same member of staff providing a level of direct continuity in some cases.

4.4 Social Worker and Youth Justice Worker (Bath and North East Somerset Council)

Two full-time qualified staff work as case managers and bring particular skills in child development and safeguarding and working with young people in the context of their family experience. They undertake assessments and interventions with young people involved in sexually harmful behaviour and support victims of child sexual exploitation.

4.5 Police (Avon and Somerset Constabulary)

Two four-day per week seconded Police Constables provide a link with the Integrated Offender Management Service concerning the young people at highest risk of re-offending, support the Out of Court Disposals Panel and lead on work with victims.

4.6 Panel Members

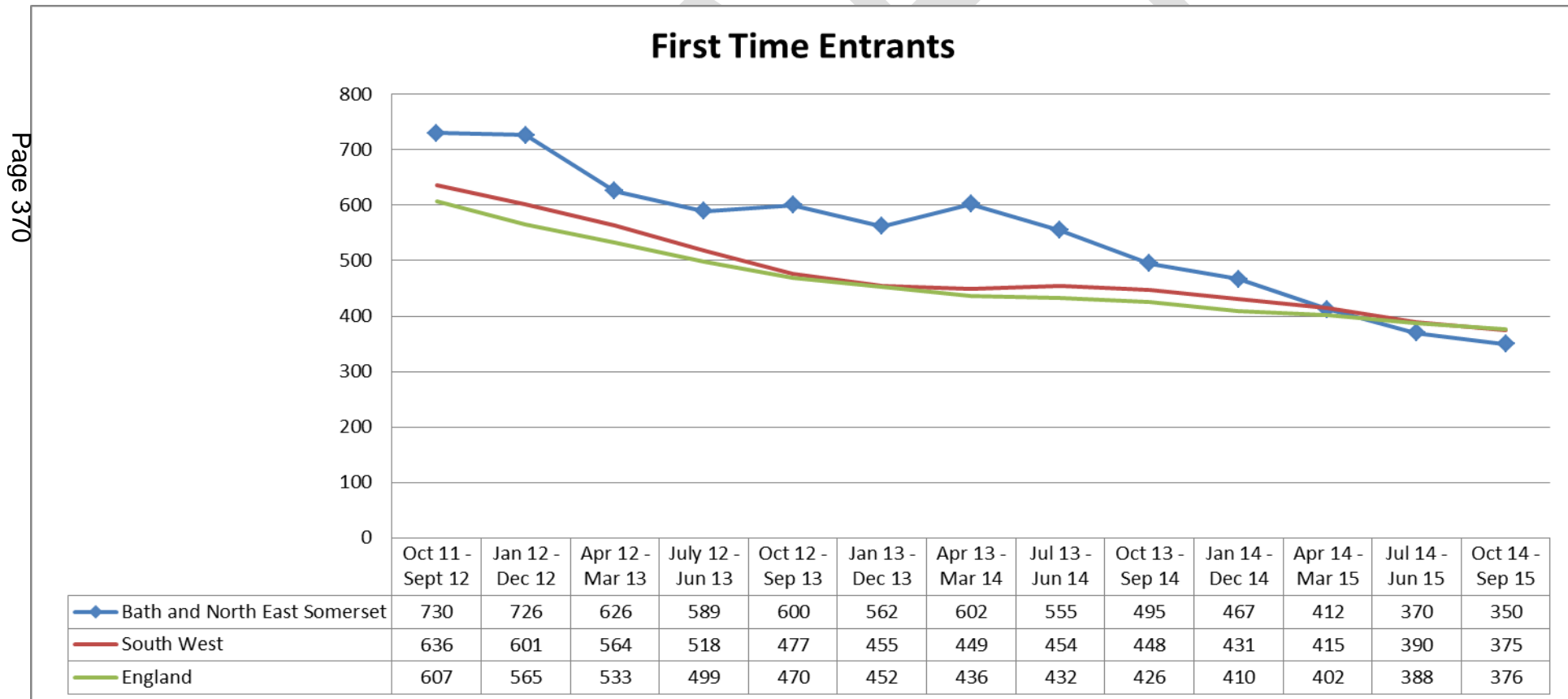
Volunteer Panel Members take on a key statutory function in chairing Referral Order meetings with young people and, where they are willing, the victim of their offence, to agree how they will make amends and what work they need to undertake to reduce their risk of re-offending. As part of our commitment to supporting Panel Members, annual appraisals are held in order to identify opportunities for development. In addition, they are regularly offered training that will help them in their roles. In 2015-2016 this included diversity training, emotion coaching (understanding attachment disorders) and child sexual exploitation training. In addition The Youth Offending Service has begun holding regular bi-monthly meetings for Panel Members in-house; this gives them the opportunity to meet up and discuss any problems or concerns – as well as being a good way for the Service to promote and praise good practice. In order to meet their' varying schedules, these meetings are alternated between daytime and evening sessions in order to give as many people as possible the chance to attend. The Service recognises the commitments of its volunteers in its bi-monthly newsletters to Panel Members and by nominating them for relevant awards. In 2016, they were nominated for the Volunteer Team of the Year, at an event run by the Council.

5. Performance

5.1 The principal aim of the youth justice system is to prevent offending by young people. The effectiveness of the work is measured through five national performance measures. During the year ahead, the Service will be working on more 'distance travelled' approaches to measuring outcomes for young people.

5.2 Reduce the rate of first time entrants to the youth justice system

This performance measure helps understanding of how effective the local area has been in supporting young people not to offend and enter the youth justice system for the first time. It is shown as a rate of young people per 100,000 in the general population of 10-17 year olds who received their first substantive outcome (a Youth Cauton or Youth Conditional Cauton following admission of an offence, or a conviction in Court), to enable comparisons to be made. Data is taken from the Police National Computer and is published in rolling full years.

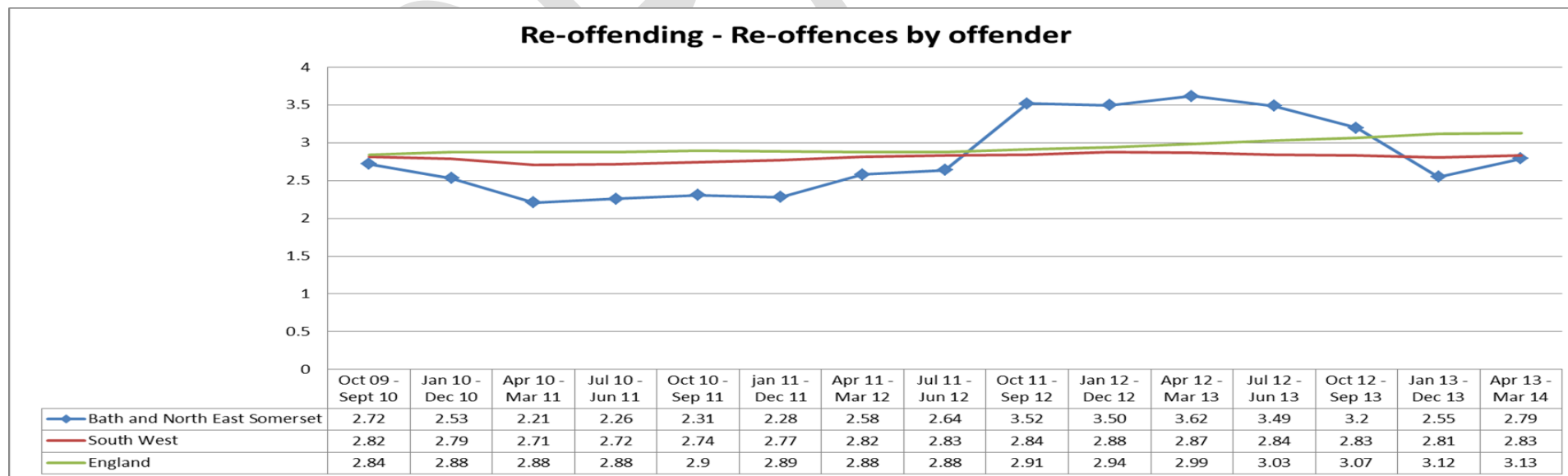


Local performance has shown significant improvement after a number of years with a higher rate than comparators and a slower rate of improvement than other areas. The continued local focus on early help and the introduction of the Cannabis Diversion initiative have had an impact and performance is now lower (better) than comparators and is improving at a faster rate.

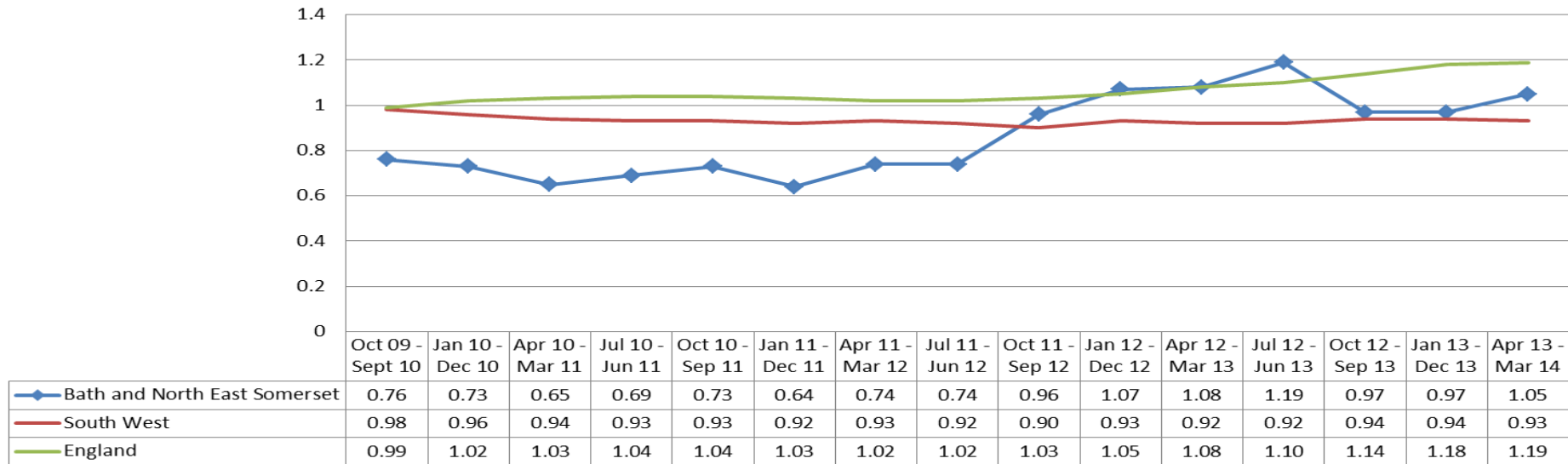
5.3 Reduce the rate of re-offending

This performance measure helps understanding of the effectiveness of the youth justice system in supporting young people who have previously offended to avoid re-offending. It is a quarterly rolling measure of the rate of re-offending after twelve months of a cohort of young people who received a Caution or Conditional Caution or a sentence in Court or were released from custody. The data is taken from the Police National Computer and published as a frequency rate (the number of re-offences per 100 young people) and as binary information (a count of the number of young people who re-offended, expressed as a percentage of the cohort). For re-offending, the indicator is the rate of re-offending after 12 months by a cohort of young people who received a substantive outcome.

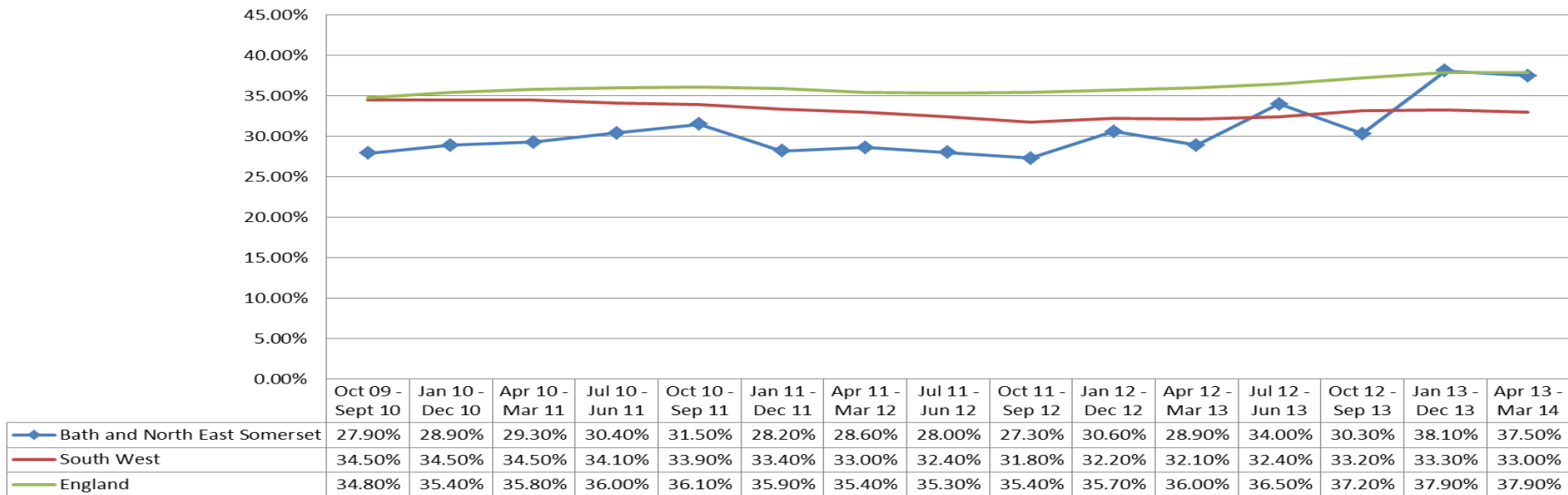
This is now shown in three ways – re-offending by individual young people, the binary rate (the percentage of young people who re-offended) and the frequency rate (the number of young people in the cohort divided by the total number of offences they committed). The latest data available shows that after a considerable period of having lower rates of re-offending than all comparator groups, the local rate is increasing, although it is below the national average. With a reducing rate of first time entrants, the Youth Offending Service is working with a smaller cohort of more concerning young people whose offending is more prolific.



Reoffending - Frequency Rate

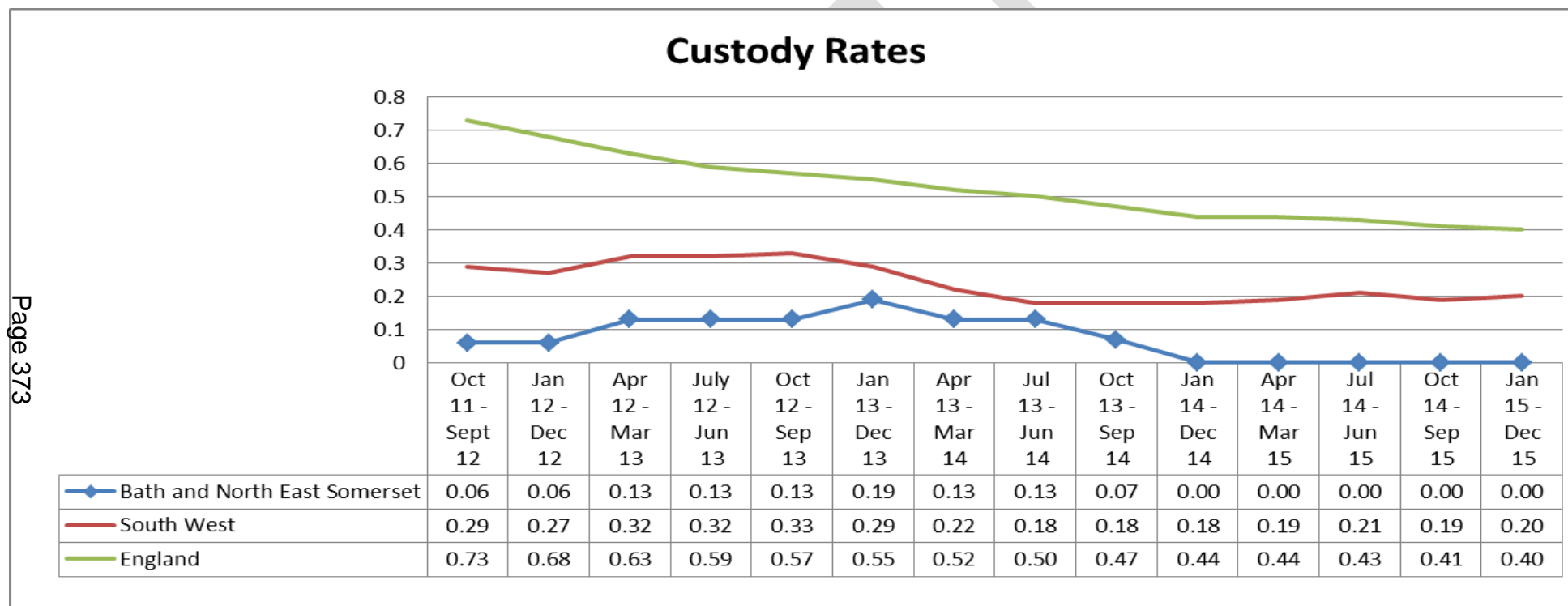


Reoffending - Binary Rate



5.4 Reduce the rate of custodial sentences

The third national performance measure relates to the use made of custody as a sentencing option. The Youth Offending Service makes proposals to Courts to assist sentencing decisions; any sentence of custody for a serious offence is not taken lightly and is avoided wherever young people can be safely supported to remain within the community. The Custody Review Panel supports this work by examining the role of Police, Social Care and the Youth Offending Service, in making suitable provision for young people at key stages in the youth justice process from arrest to sentence.

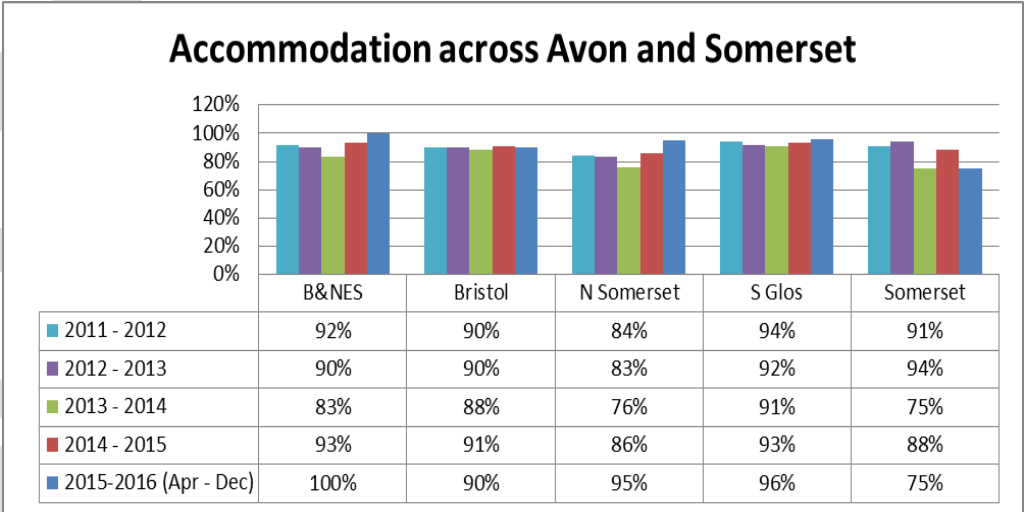
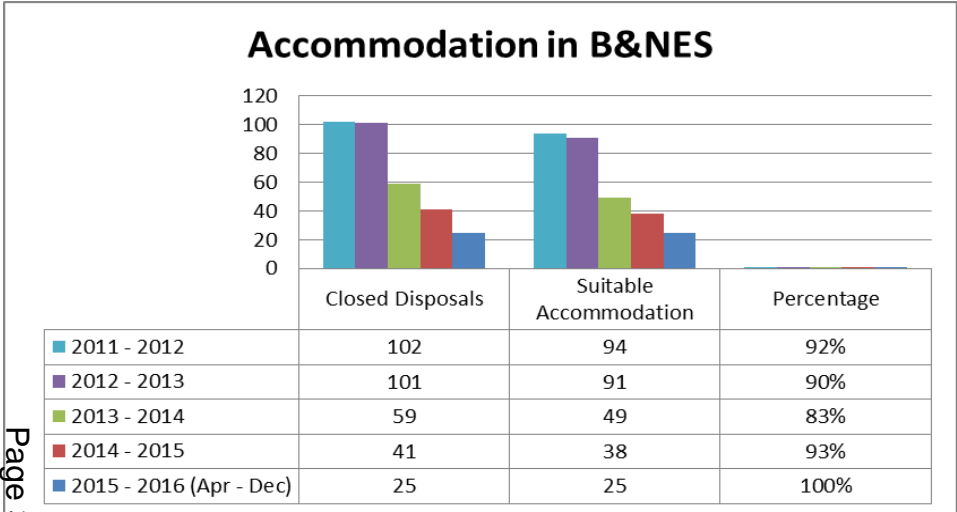


For four consecutive reporting periods, the local custody rate has been zero. Whilst Bath and North East Somerset has never been the only Authority to report at this level, there always being one or two others, it is the only area to have shown this rate of continuity, with no young person sentenced to custody for more than two years. However, the Service is continuing to work with challenging young people and is not complacent about this.

Outside the date range of the data being reported in this Plan, two young people have been sentenced to custody, one in 2013 and another in 2016. On both occasions, the sentence arose from their repeated return to Court for failure to co-operate with the requirements of their Court Orders, rather than as an immediate sentence for the presenting offence.

5.5 Accommodation

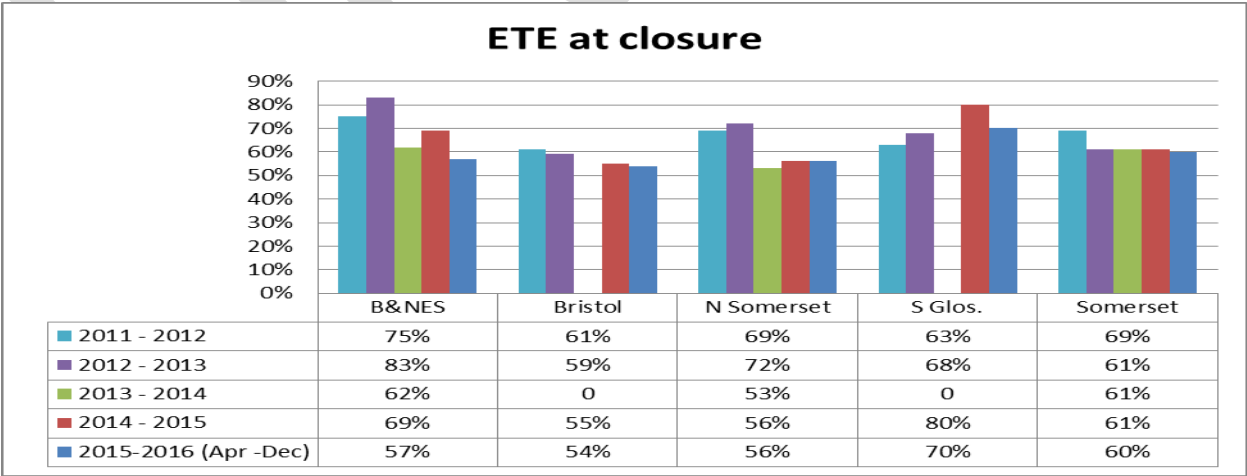
The tables below provide information about the suitability of young people’s accommodation on the last day of their Court Order. The excellent performance masks some of the significant issues that young people face. The number is of Court Orders closed, not necessarily of the number of individual young people.



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5.6 Education, Training and Employment

The table below shows the proportion of Court Orders closed where the young people were assessed as being in suitable education, training and employment on the last day of their Court Order. This is a declining performance and there needs to be a review of provision for young people who have offended.



5.7 Performance reporting

in 2016-2017

These measures will all continue to be monitored by the Youth Offending Service Management Board, supplemented with some further information on 'distance travelled' by young people from the start to the end of their statutory supervision. From 1 April 2016, monitoring of Compass will transfer from the internal Council commissioning service to the Board. The following will be monitored through quarterly reports:

1. Number and % of young people currently working with Compass who enter the youth justice system for the first time.
2. Number and % of young people entering the youth justice system up to one year after completing work with Compass.
3. Number and % of parents and carers accessing parenting support who report increased confidence in their parenting skills.
4. Number and % of reductions in assessed risk of offending.
5. Number and % of young people showing a measurable improvement in their social wellbeing at the end of the intervention (includes lifestyle indicators including engaging positively with peers, engaging in positive activities, increased confidence).
6. Number and % of young people showing a measurable improvement in their emotional wellbeing (including self-esteem and coping strategies).
7. Number and % of young people showing a measurable increase in their engagement in education, employment and training.

The Youth Offending Service Management Board will also be monitoring findings from the Re-offending Tracking Tool over a three year period which looks at Age, Gender, Ethnicity, Looked After Children, type of offence, time to further offending, seriousness of re-offending and types of outcomes. The Youth Offending Service will hold a workshop in the summer of 2016 to look at data over a three year period to see if there are any lessons to be learned and any patterns which we need to be addressed.

6. Learning from Feedback

The Youth Offending Service is keen to ensure that the service provided to young people, parents and carers, victims, the Courts and other partner agencies is of the highest quality. It seeks regular feedback and endeavours to implement changes from the comments received. Feedback from victims has been included above, in the Restorative Justice section of the Plan.

6.1 Young people

HMI Probation now facilitates an annual survey of young people known to Youth Offending Services, which has the advantage of being anonymous. The latest survey yielded the following comments from local young people:-

(a) Things that have made you less likely to offend:-

"Being able to talk about my problems"

"Mixing with the right people"

"Realising if I reoffend I will not be able to get the job I want"

"Moving back in with my Mum and Dad and being back in education"

"Coming to YOS"

"Thinking about the consequences of actions"

(b) What has got better with your health?

"That I don't drink"

"I'm using contraception and I'm eating properly"

(c) What things have got better for you or how has the Youth Offending Service helped you?

"Helped me to think in a positive way"

"By listening to me"

"It's made me think more about my mistakes and my relationships with Mum and Dad have got better"

"I haven't been arrested in over a year now"

"Stopped drinking"

"Tag makes you not want to do it cuz (*sic*) it's just a waste of time"

"Thinking about my actions and consequences of my actions and keeping my temper"

"I have got a job and talk to people at the YOS"

"It made me think about what people I should hang around with"

"They have made me realise right from wrong"

(d) Ideas for how the Youth Offending Service could be improved (and the Youth Offending Service response):

"Less meetings, better reparation" (our new Community Involvement worker has been tailoring reparation to the wishes of victims and young people, wherever possible. More bespoke projects now take place)

"More computer-based stuff" (We have installed two new computers to facilitate this)

"Reparation was difficult to organise as I work full-time and no workers available the hours I am free" (We now have 3 sessional workers who are available at weekends)

"Make the offices look better" (We involved young people in re-painting and furnishing our two interview rooms. One young woman who was involved in this went on to obtain an apprenticeship in painting and decorating, drawing on this experience)

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6.2 Parents and Carers

The Service has collected less feedback from parents this year and will be endeavouring to increase this in the year ahead.

"When we first started working with the Youth Offending Service we didn't know what to expect. If I'm honest we clashed a bit at the beginning, that was partly due to us not understanding the system (family are from overseas). But when it all made sense it has been brilliant, not just for my son but for all of us as a family – it has been really holistic. I remember one conversation I had with his case manager when I was frantic and she listened and was able to get me to calm down and see things more clearly"

6.3 Courts and Magistrates

The Youth Offending Service meets quarterly with the local Magistrates and Court Clerk. These meetings serve as opportunities to share service updates, provide case studies to Magistrates to enhance their confidence in sentencing and receive feedback about practice in Court. They have particularly found the work of the Speech and Language Therapist to be helpful in promoting good communication with young people in the Court setting. The congruence level between proposal and sentence in Pre-Sentence Reports has continued to be 100% in 2015-2016.

6.4. Short Quality Screening Inspection

The Youth Offending Service was subject of a Short Quality Screening Inspection undertaken by HMI Probation in February 2016. The Inspectors reported as follows. "We were pleased to see that there had been overall improvements in the work of the YOT since our last inspection in 2010, and that many of our previous recommendations had been addressed. Compliance with orders was excellent, and reflected the skill and commitment of case managers. Work to reduce reoffending and to protect children and young people was sound, and was well supported by a wide range of partner organisations. Further improvement is needed in the quality of risk assessment and risk planning, and management oversight of public protection needs to be more robust." Actions to strengthen risk assessment and planning and management oversight have been included in the Work Plan.

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The Context for Youth Justice

7.1 Implementation of AssetPlus

AssetPlus is a new assessment and planning interventions framework developed by the Youth Justice Board to provide a holistic end-to-end assessment and intervention plan, allowing one record to follow a child or young person throughout their time in the youth justice system. It focuses on professional judgement of practitioners and will enable better-focused intervention plans to improve outcomes for children and young people. Implementation has been a major piece of work for the whole Service, involving database upgrades and training.

7.2 Walker Review of Youth Justice

There is currently a national review of the youth justice system in England and Wales. It follows recognition of considerable success in reducing youth offending but the challenges in working with a group of children who continue to offend, some of them prolifically. The review is based on listening to the views of those working within the youth justice system – practitioners, young people and their families and staff in other parts of the criminal justice system. Two key principles are informing the review. The first is that children who break the law should continue to be dealt with differently from adults and the second is that education must be central to an effective youth justice system. In anticipation of publication of the review in the summer, the Youth Offending Service Management Board has set aside a day to reflect on the findings and their implications for local delivery.

8. Work Plan for 2016-2017

Divisional Priority 1: Narrow the gaps in education and employment outcomes for vulnerable groups of children and young people (Children and young people have equal life chances)

Indicators	Actions		Lead	Intended Impact	Timescale
1. Increase in the proportion of young people engaged in education, training and employment 2. Number and % of young people aged 16-18 who are NEET 3. % of 16 and 17 year olds who have an offer of education or training by the end of September	1	Ensure all Youth Offending Service young people applying for post-16 education and training have transition plans and support in place.	Education Worker	Increased take up of suitable provision	September 2016
	2	Ensure all reparation projects provide an opportunity for young people to identify and record new skills.	Community Involvement Worker	Develop confidence and raise aspirations	December 2016
	3	Participate in review of post-16 provision and the development of the 14-19 Strategy, to ensure it reflects the needs of young people who have offended are included.	Service Manager	Meet the needs of all young people	March 2017
	4	Work with Bath College to develop integrated support and procedures for vulnerable learners, together with transitions support.	Education Worker	Suitable provision for all young people	March 2017
	5	Work with commissioners to ensure access to compulsory education for those who have offended.	Service Manager	Suitable provision for all young people	March 2017
	6	Support access to work experience or the National Citizenship Scheme for those in Years 11 and 12 (linking with work to support Looked After Children).	Education Worker	Develop confidence and raise aspirations	March 2017

Divisional Priority 2: Prevent and reduce significant harm and the need for children to grow up in care – achieve sustainable improved outcomes at the lowest level of intervention (Children and young people are safe and healthy)

Indicators	Actions		Lead	Intended Impact	Timescale
1. Reduction in the rate of first time entrants 2. Reduction in the rate of re-offending 3. Reduction in the rate of custodial sentences 4. Increase in the proportion of young people in suitable accommodation	1	Review the model for conducting return home interviews and ensure it addresses the needs of those at risk of offending, child sexual exploitation and/or those affected by parental imprisonment.	Team Manager	Young people signposted on to relevant support	June 2016
	2	Agree a model to proactively screen Police intelligence to identify those likely to be at greatest risk of offending.	Police Constable	Reduced first time entrants	September 2016
	3	Support a YOS practitioner to join the Willow Team for young people at risk of child sexual exploitation.	Operational Manager	Keep young people safe	September 2016
	4	Ensure all case managers are trained to work with	Operational	Reduced re-offending	September

5. Increase in the proportion of young people engaged in education, training and employment		those involved in sexually harmful behaviour (AIM).	Manager		2016
	5	Ensure risk assessments are clearly explained in relation to how previous behaviour and offences are linked to serious harm and arrange training (Inspection).	Operational Manager	Robust planning	September 2016
	6	Develop approaches to working with young people at risk of perpetrating child sexual exploitation.	Operational Manager	Keep young people safe	December 2016
	7	Review the Service's work in assessment and planning including management of risk of serious harm to others (Inspection).	Operational Manager	Plans address all identified risks	December 2016
	8	Address learning from forthcoming Laming Report on Looked after Children and offending	Service Manager	Reduced offending by Looked After Children	December 2016
	9	Ensure development of the Multi-Agency safeguarding Hub supports young people's referral into youth crime prevention projects.	Service Manager	Provision of early help	December 2016
	10	Apply learning from the YJB reducing re-offending project to introduce service improvements.	Operational Manager	Reduced re-offending	March 2017

Divisional Priority 3: Keep children and young people at the heart of everything we do - listening to children and young people, parents, carers, victims of crime at team, service & divisional level

Indicators		Actions	Lead	Intended Impact	Timescale
1. Reduction in the rate of first time entrants 2. Reduction in the rate of re-offending 3. Reduction in the rate of custodial sentences 4. Increase in the proportion of young people in suitable accommodation 5. Increase in the proportion of young people in education, training and employment Customer Service Excellence and Restorative Service Quality	1	Support staff to be proactive in integrating and sharing plans with relevant partner agencies.	Operational Manager	Integrated planning and delivery	September 2016
	2	Introduce a new, accessible format for young people's plans and ensure that they are always given a copy (Inspection)	Operational Manager	The purpose of our work understood by young people	September 2016
	3	Ensure that audits regularly seek evidence of the voice of the child	Operational Manager	All work is young people-centred	September 2016
	4	Review how parenting support is provided within the Youth Offending Service	Operational Manager	Identified parenting need addressed	March 2017
	5	Produce quarterly evidence of what the Service has learned from feedback and what it has done in response	Team Manager	Service users understand the value of their feedback	March 2017
	6	Ensure provision of an effective parenting intervention for parents of teenagers	Service Manager	More effective parenting	March 2017

Mark					
Divisional Priority 4: Support staff to work effectively with children, young people and families through workforce development, streamlining systems and processes and focusing our resources					
Indicators		Actions	Lead	Intended Impact	Timescale
Page 381	1	Complete implementation of new database (ChildView v.3)	Information Manager	Case management / reporting compliance	June 2016
	2	Transfer the monitoring of Compass to the Youth Offending Service Management Board	Information Manager	Consistent oversight and time efficiencies	June 2016
	3	Review staffing structure to strengthen accountability and ensure core of suitably qualified staff.	Service Manager	Within budget legislative compliance	June 2016
	4	Review 'buddying' system practice to ensure staff safety when making home visits.	Operational Manager	Staff safety	June 2016
	5	Ensure a compliant model of delivering Unpaid Work requirements in Court Orders.	Operational Manager	Legislative compliance	September 2016
	6	Agree a process for identifying, recording and supporting children affected by parental imprisonment.	Operational Manager	Provision of support	December 2016
	7	Agree local implementation of the national transitions protocol for young people moving to adult services.	Service Manager	Tailored support and reduced re-offending	December 2016
	8	Review Performance and Development Review process to include youth justice competencies and introduce 360 degree feedback for all staff.	Service Manager	Better supported and trained workforce	March 2017
	9	Complete the managers' module of the Bath and North East Somerset Workplace Wellbeing Charter.	Service Manager	Healthy workforce	March 2017
	10	Ensure staff are briefed on the Prevent Strategy, Child Sexual Exploitation and Female Genital Mutilation	Operational Manager	Meeting safeguarding responsibilities	March 2017
	11	Ensure all staff support young people in improving qualification levels and raise aspirations.	Education Worker	Raised aspirations	March 2017
	12	Review and update secure storage of all data and records	Information Manager	Compliance with Government Connect	March 2017
	13	Work with the Management Board to respond to the findings of the national review of youth justice.	Service Manager	Work to prevent youth offending	March 2017

9. Governance, Leadership and Partnership Arrangements

9.1 Bath and North East Somerset Council, as the relevant Local Authority, is the lead partner for youth justice. It has the primary responsibility to the Secretary of State for ensuring that the Youth Offending Service fulfils requirements and delivers services required under the Crime and

Disorder Act 1998, and any subsequent criminal justice legislation and that it meets the requirements of all relevant legislation applicable to young people. The statutory partners (Social Care, Police, Probation, Education and Health) have a duty to ensure that statutory requirements are met, through the provision of resources and other support.

9.2 Governance of the Youth Offending Service rests with the Community Safety Partnership's Responsible Authorities Group, and immediate oversight and accountability is provided by the Youth Offending Service Management Board, with representation from the key statutory partners. Following two very positive years of chairing by Michelle Maguire from Oxford Health NHS Trust, the Board now has a new chair in Mike Bowden. The new Head of Education Inclusion has now joined the Board. It continues to have a Partnership Agreement in place, setting out its responsibilities for the strategic direction, resourcing and operational delivery of youth justice services. A number of members of the Board also sit as members of the Local Safeguarding Children Board. The Management Board has two sub-groups – the Youth Crime Prevention Board that oversees work to reduce the rate of first time entrants and the Custody Review Panel that oversees work to reduce the rate of custody. Both groups are chaired by the 11-19 Prevention Service Manager and report annually to the Youth Offending Service Management Board.

9.3 The Custody Review Panel supports prevention of the use of custody for young people wherever possible and oversees the local shared protocol on safeguarding in Police custody, use of the Youth Justice Board Remand Grant and the custody performance indicator. It is attended by the Youth Offending Service, Police, Children's Social Care, the Deputy Head of Safeguarding and Placements Strategy and Commissioning and aids partnership working at a strategic level. Meetings are held quarterly to review outcomes, identify learning and plan for improvements. During 2015-2016, the Panel has promoted awareness of legislative changes regarding the treatment of 17 year-olds in Police custody and the risk of custodial sentences for young people convicted of a second knife offence. It has clarified arrangements for Police notification of young people held overnight, the availability of alternative placements, case recording and a protocol for arrangements for young people with Education, Health and Care Plans who are sentenced to custody. Learning from cases has underlined the importance of early help for children under the age of ten who are involved in sexually harmful violent or otherwise concerning behaviour and the need for longer-term support.

9.4 The Youth Offending Service is managed within the People and Communities Department of the Council. Strategic responsibility for the Youth Offending Service is allocated to the 11-19 Prevention Service Manager who is also responsible for the Youth Connect Service and is line managed by the Divisional Director. The Operational Manager has oversight of all services delivered and is supported by the Partnership and Intervention Manager. An organisational chart can be found in the appendices.

9.5 This Youth Justice Plan will be monitored by the Youth Offending Service Management Board and there will continue to be a level of support and oversight from the Youth Justice Board. The Board receives quarterly financial and performance reports and annual assurance and National Standards reports and has now established a Challenge Register. Progress on the Work Plan will also be reported to the relevant Council Development and Scrutiny Panel.

9.6 Membership of the Youth Offending Service Management Board

Management Board Member	
Chair: Mike Bowden	Director, Children and Young People's Strategy and Commissioning, Bath and North East Somerset Council
Vice Chair: Richard Baldwin	Divisional Director, Children and Young People's Specialist and Targeted Services, Bath and North East Somerset Council
Chris Saunders	Detective Chief Inspector – Avon and Somerset Constabulary
Elizabeth Spencer	Assistant Chief Officer, South West South Central Division, National Probation Service
Michael Evans	Lead Member for Children, Bath and North East Somerset Council
Chrissie Hardman	Head of Children's Health Services, Sirona Care and Health
Michelle Maguire	Head of Service, Swindon, Wiltshire and Bath and North East Somerset NHS Foundation Trust
Amy Hunt	Youth Champion and Health and Wellbeing Officer, Avon and Somerset Police and Crime Commissioner's Office
Christopher Wilford	Head of Education Inclusion Service, Bath and North East Somerset Council
Pauline Kinton	South West Partnership Adviser, Youth Justice Board for England and Wales
Sally Churchyard	11-19 Prevention Service Manager, Bath and North East Somerset Council

9.7 Budget Summary 2016 - 2017

Source	Pooled budget £	Staffing costs £	Other costs £	Comments	Total £
Avon and Somerset Police	26,442	82,472	0	Seconded Police on-site access to Police National Computer is also provided but not costed.	108,914
National Probation Service	5,000	34,435	0	Following national consultation, the Probation Officer post is reducing to half-time during 2016-2017. No date has been set for this and so 75% of a full-time post is shown as the contribution.	39,435
Bath and North East Somerset Clinical Commissioning Group (Health)	14,885	31,109	0	CAMHS consultation is delivered through a separate contract and not costed to this budget.	45,994
Bath and North East Somerset Council	18,685	397,628	24,387	Office base, Financial and Human Resources services are also provided but not costed.	440,700
Avon and Somerset Police and Crime Commissioner	0	10,217	0	This represents a small reduction. Additionally, £7,902 will be contributed towards the commissioning of Project 28, a substance misuse service	10,217
Youth Justice Board for England and Wales	0	141,669	38,946	This is an 11.2% reduction on the grant for 2015-16	180,615
Total	65,012	697,530	63,333		825,875

9.8 Partner Agency Commitment

Partner Organisation	Name of Chief Officer	Signature	Date
Local Authority	Jo Farrar, Chief Executive of Bath and North East Somerset Council		
Local Authority	Ashley Ayre, Strategic Director for People and Communities		
Local Authority (Social Care representative)	Richard Baldwin, Divisional Director for Children and Young People's Specialist and Targeted Services		
Local Authority (Health and Education representative)	Mike Bowden, Director for Children and Young People's Strategy and Commissioning		
Avon and Somerset Constabulary (Police representative)	Chief Superintendent Ian Smith, North East Area Commander		
South West South Central Division, National Probation Service (Probation representative)	Elizabeth Spencer, Assistant Chief Officer		

10. Appendices

Appendix A: Review of Work Plan 2015-2016

What will be done	Progress and Impact
Priority Area 1: Service Development	
1. Introduce a continuing professional development process to keep the team abreast of learning in risk management, safeguarding, effective practice and serious case review lessons.	Completed - eight reading and reflective practice workshops have been held in effective youth justice practice, the developing teenage brain and assessment, ensuring readiness for the new assessment framework, AssetPlus.
2. Implement a database upgrade to ChildView Version 2, including training all staff.	Completed - all staff have now been trained and are using a more efficient case management system.
3. Introduce youth justice competencies into Person Specifications and review how these are tested in staff recruitment and supported through Performance Reviews.	Progressing - these are being included as staff have their Performance Development reviews and are being used as a basis for providing '360 degree feedback.' The process will be completed within 2016-17.
4. Implement the new AssetPlus assessment tool, including co-ordinating training for all staff.	Progressing – all staff will be trained by the end of April 2016 and improvements in analysis and planning are anticipated
Priority Area 2: Youth Crime Prevention Work	
1. Work with other preventative services to align referral processes and ensure young people have prompt access into the best service to meet their needs.	Completed - consent to share information has been incorporated into both Compass and Mentoring Plus referral forms and young people are now matched to the most appropriate service.
2. Use the forthcoming audit of National Standards to strengthen the quality of preventative provision.	Completed - work has been undertaken to proactively increase the rate of referrals and improve the timeliness of assessments.
3. Complete and commission external evaluation of the Cannabis Diversion pilot and support partners in considering its wider roll out.	Completed (part discontinued) - between January 2015 and March 2016, thirty one young people attended the Cannabis diversion scheme and just three have offended again and become first time entrants. An in-year reduction in the Youth Justice Board grant meant that external tracking and evaluation could not be commissioned, but the Police and Crime Commissioner is interested in supporting a wider roll out
4. Lead a 'task and finish' group to raise awareness, improve identification and promote effective support to children of prisoners, including youth	Progressing - a multi-agency task and finish group is working to raise awareness, address information sharing and provide

What will be done	Progress and Impact
crime prevention services where appropriate.	support for young people. It will report back to the LSCB in June
5. Promote referral of girls at risk of offending into youth crime prevention services.	Completed – resulted in an increase from 3 referrals in 2014-15 to 13 in 2015-16
Priority Area 3: Work with young people including managing risk of harm and safeguarding	
1. Provide a member of staff from the Youth Offending Service to join the Willow Project, (Child Sexual Exploitation Virtual Team) and supervise their work as a member of a network of managers.	Completed – the Service has been actively involved in supporting victims through this initiative since May 2015.
2. Ensure effective liaison and co-operation between the Youth Offending Service and other agencies working to safeguard young people at risk of sexual exploitation.	Completed - active membership of the LSCB's sub-group continues, informed by learning from leading a peer challenge. Compass now undertakes Return Home Interviews.
3. Ensure that all assessments of likelihood of re-offending, risk of harm and vulnerability take into account the impact of gender.	Progressing - this was addressed in the diversity elements of case manager training in the new assessment framework
4. Ensure the Youth Offending Service takes a person-centred approach to assessment and planning with all young people and monitor this through case audits and feedback.	Completed – observation and case audit confirms this approach is supporting young people to help write their own intervention plans. The HMIP Viewpoint questionnaire 2015 highlighted that all young people questioned knew what was in their plan.
5. Review current reparation placements and ensure future placements provide specific, relevant opportunities for young people to repair the harm caused by their offending to the community.	Completed - wherever possible, placements are now successfully tailored to reflect the wishes of the victim. Young people are assessed and matched to placements that they also regard as an opportunity to make a worthwhile contribution.
6. Ensure the processes for feedback and planning meetings with young people focus reparation placements as closely as possible to their offence(s), interesting and skills-based.	Completed – young people's feedback is now informing development of reparation placements. Victims play a greater role in the selection of reparation activities, as noted in the HMIP Inspection report.
7. Embed delivery of effective resettlement practice amongst all Youth Offending Service staff by refreshing practitioners' understanding of their role when a young person is sent to custody, demonstrating that provision is based on lessons from research and addressing the emotional impact of custody on all concerned	Completed – after a long period with no young people sentenced to custody, this has raised awareness and strengthened readiness amongst staff.
8. Review arrangements for provision of Appropriate Adult services to young people being interviewed by Police.	Progressing – this has been reviewed through the Youth Appropriate Adult Service Governance Group and is being kept

What will be done	Progress and Impact
	under review.
9. Introduce regular review of data by gender to understand the trends of offending by girls and the needs they present.	Carried forward - this will be incorporated into the Re-Offending Tracking initiative
10. Review ASSET assessments to understand the specific needs of girls in the youth justice system and ensure appropriate interventions are available and are offered to meet their needs.	Completed – a review of best practice with girls was undertaken by the seconded Probation Officer. The Service is considering offering a ‘girls-only’ afternoon.
11. Develop exit strategies to ensure that girls have access to appropriate ongoing support when their involvement with the Youth Offending Service ends.	Completed - a resource list for practitioners has been developed for ‘signposting’ young people on to follow-up support.
12. Introduce Speech and Language Therapy communication cards for young people with these needs to support communication during meeting with Courts, Police, or other official agencies.	Completed - communication plans written in the young person’s voice have been submitted to Bath Youth Court. Feedback from Magistrates has been very positive and led to good outcomes for young people.
13. Work with the Community Involvement Worker to recruit and train a small cohort of new volunteer Community Panel Members.	Carried forward - following a review of need for new panel members, this has been postponed until April 2016.
14. Incorporate young people’s feedback into the review of offending behaviour resources by membership of the monthly Creative Resources Group.	Completed - feedback from young people has been presented to this group and will continue to be done at future groups following the implementation of the new assessment framework, Asset Plus.
15. Pilot the recruitment of volunteers to work alongside and supervise young people on reparation activities and to continue their involvement with young people as mentors.	Discontinued - an in-year reduction in national funding meant that the project could not be introduced. In its place, a joint mentoring scheme is being piloted between the Youth Offending Service and Mentoring Plus.
16. Participate in working group to promote understanding of risk factors leading to young people becoming child sexual exploitation perpetrators and develop work to address this.	Completed and progressing – this is included in the new Work Plan (Priority 2.6)
17. Analyse local data about young people’s re-offending and use this to identify how the Service can support reductions in the level and frequency. Participate fully in the YJB Reducing Re-offending initiative, including use of the live tracking tool.	Carried forward - work commenced but the Management Board agreed to defer this until a year’s data is available. A workshop will be held in the summer with input from the Youth Justice Board.

What will be done	Progress and Impact
18. Review processes and protocols to support the work of the Service in promoting the full engagement of young people in education, training and employment.	Progressing – The protocols with Bath College and Youth connect have been reviewed
19. Work with partners to learn from Laming’s national review of offending by Looked after Children and identify how to apply the learning locally.	Carried forward – included in the new Work Plan (Priority 2.8)
Priority Area 3: Work with Victims	
1. Develop effective partnership working practice with new victim services - Lighthouse, the integrated victim care service, and the Young Victims’ Service.	Completed – working agreements are in place with all three services to promote victims’ access to support services
2. Achieve the Restorative Justice Council’s Restorative Service Quality Mark and introduce identified Service improvements	Progressing – all required development work has been completed and the final on-site assessment is due in April
Priority Area 4: Work with Parents, Carers and Families	
1. Re-design parent support plans in consultation with parents/carers to ensure that they give a clearer description of specific planned work.	Carried forward - due to long-term staff sickness. This action is incorporated into the new Work Plan (Priority 3.4)
2. Introduce regular case reviews to focus on young people and families achieving positive outcomes.	Completed - new system is in place for all young people on Youth Rehabilitation Orders.
3. Ensure that quality assurance and management oversight arrangements support achieving both Connecting Families and Youth Offending Service outcomes.	Completed – arrangements have been reviewed at the respective Management Board and Steering Group and there is commitment to sharing learning
4. Ensure that the Youth Offending Service provides lead practitioners to work with whole families within the Connecting Families programme and audit work undertaken.	Completed - where appropriate, a wider whole family approach is taken as part of the matrix team.
Priority Area 6: National Initiatives	
1. Ensure that the Youth to Adult transition process is supported by a clear local protocol and a positive interface with Working Links (the local Community Rehabilitation Company) to ensure smooth and safe transitions of young people at 18 years old.	Completed - national protocol has been signed and the Probation Officer has reviewed processes to ensure they balance the individual needs of young people with the expectations of the Court.
2. Participate in the national review of self-assessment tools for Youth Offending Services.	Completed - the tools have now been published by the Youth Justice Board and will be used to review practice locally.

What will be done	Progress and Impact
3. Nominate a champion for the Prevent / Channel initiative to prevent extremism, and raise awareness through training.	Completed – staff now have access to information and advice at a local level

Appendix B: Youth Offending Service Values

1. Respect young people for who they are and take their needs and wishes seriously
2. Listen to young people and take any action necessary to keep them safe
3. Recognise the damaging impact of crime on individuals and communities and uphold the importance of preventing it
4. View diversity positively
5. Believe in the possibility and desirability of change
6. Want the best for young people and their families
7. Work restoratively
8. Work in an integrated and multi-agency way
9. Have a drive for results and courage when things don't go to plan

Locally, everyone who works with and on behalf of children and young people, and their parents/carers will collectively and individually:-

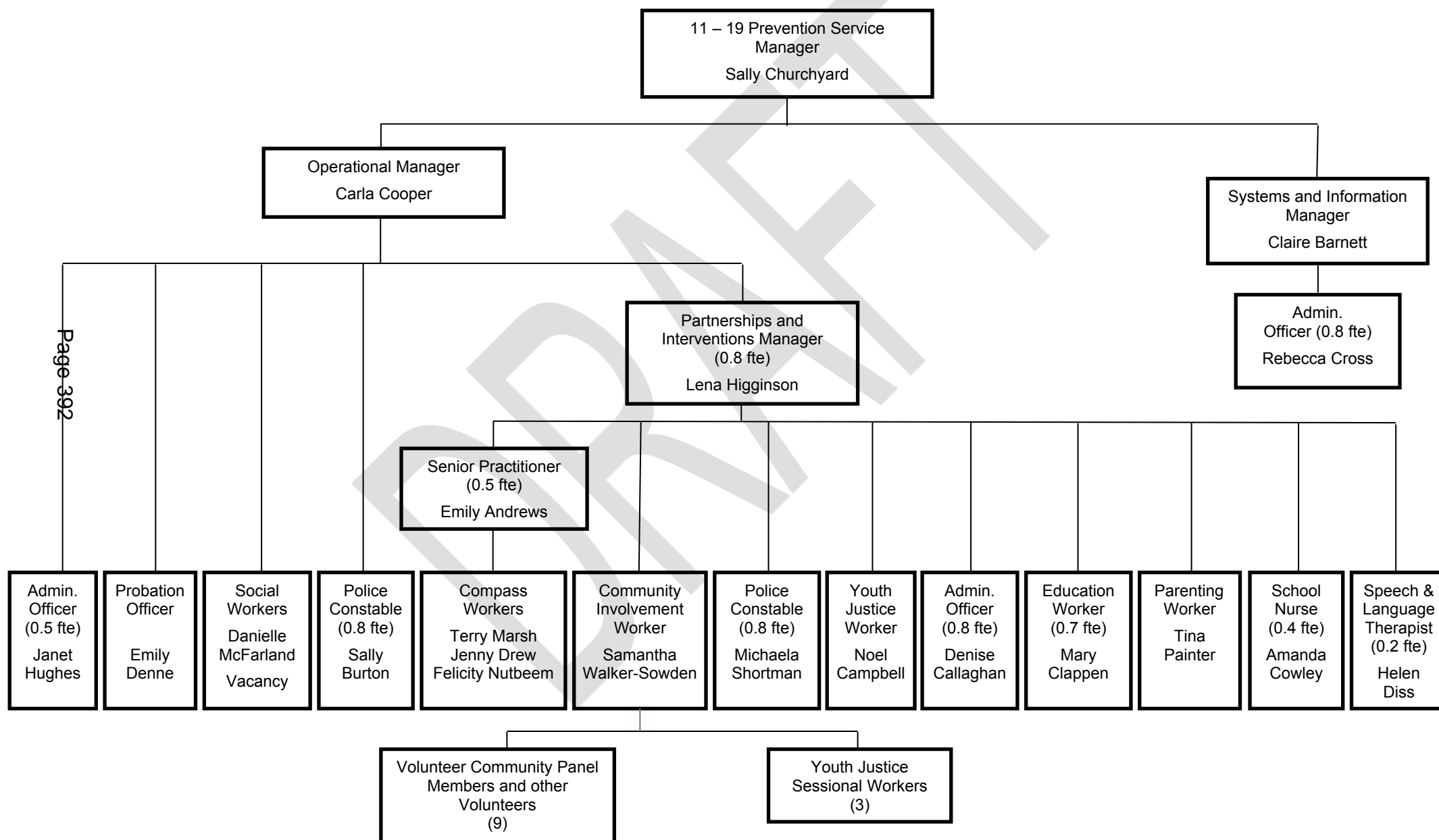
1. Expect the best of our children and young people across Bath and North East Somerset
2. Shows respect for all
3. Uses help/services that are evidenced based
4. Ensures transparency in decision making
5. Has energy and purpose
6. Does not "assume" without thinking
7. Is positively disposed to deliver the best outcomes for each individual child
8. Recognises that young people's participation in cultural, sports, play and leisure opportunities is valuable and is to be encouraged.

To support these values, there is an agreed set of behaviours that everyone is expected to embrace:-

1. Young people are central to any discussions of their needs
2. Young people are involved in any meetings/discussions about their individual needs and plans
3. All staff front –line staff/Head Teachers/managers/volunteers across the workforce will take responsibility for looking at the young people's needs and assessments holistically- look at the big picture:- will join up their work with that of other colleagues and or the family and develop one plan of support/intervention
4. The young person will know who is the lead person for their plan and how to contact them
5. Staff will be accountable to the young person in delivering the plan
6. Line managers will make it happen

Appendix C: Youth Offending Service Organisational Chart (on 31.03.2016)

Bath and North East Somerset continues to comply with statutory minimum staffing requirements



Appendix D: Youth Offending Service Staff by Gender and Ethnicity (on 31.03.2016)

The work of the Youth Offending Service would not be possible without its volunteers. We thank them again for their time and commitment. The Service has recently appointed a male Social Worker who will take up his post in May 2016.

Staff in the Youth Offending Team by gender and ethnicity based on census 2001 categories																
	Strategic Manager		Team Manager		Practitioner		Administrator		Sessional		Student		Volunteers		Total	
	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
White British		1		2	2	10		2		3			2	5	4	23
White Irish														1	0	1
White Other								1							0	1
Black British						1									0	1
Black Caribbean															0	0
White and Black African															0	0
British Black Caribbean													1		1	0
White and Asian															0	0
Pakistani															0	0
Preferred not to say						1									0	1
Total	0	1	0	2	2	12	0	3	0	3	0	0	3	6	5	27

Appendix E: Glossary of Terms

Appropriate Adults	Adults who safeguard a young person's interests under the Police and Criminal Evidence Act 1984 when they are being interviewed by the Police and a parent cannot attend. Bristol Youth Offending Service provides the service.
Asset Plus	A structured assessment tool used to consider how a range of factors contributes to a young person's risk of offending. It provides a holistic assessment and intervention plan, allowing one record to follow a young person
ChildView	Database used for case management and national reporting of data
Community Panel Members	Volunteer representatives of the local community, selected and trained to chair panels which meet with young people and their victims to agree how young people can make amends and address their offending behaviour.
Connecting Families	A local preventative initiative, part of the national Troubled Families work, to engage with and help improve outcomes for families experiencing a range of issues including having children involved in crime and/or anti-social behaviour.
Early Help Strategy	The Local Authority's commitment to work with vulnerable young people 'early on' to reduce need for specialist services.
HMI Probation	Her Majesty's Inspectorate of Probation is an independent Inspectorate, funded by the Ministry of Justice, and reporting directly to the Secretary of State, including on the effectiveness of youth justice work.
LSCB	The Local Safeguarding Children Board brings together local agencies working with children and families. LSCB is responsible for policy, procedures and services to support children and families in need to prevent significant harm.
MASH	A Multi-Agency Safeguarding Hub is being planned to ease sharing of information to identify children at risk of significant harm and support referral to early help for those not at immediate risk
MAPPA	Multi-Agency Public Protection Arrangements to oversee information sharing, planning and action to safeguard the public from serious violent or sexual harm by individuals who present a particular risk
NEET	Young people not engaged in education, training or employment
Parenting Order	Parents whose children offend or persistently truant from school can be made the subject of Court Orders, requiring them to attend parenting support, and sometimes, to exercise specific control over their child's behaviour.
Return Home Interviews	Independent assessments of young people who have returned home after a period of being 'missing,'

Referral Order	Under these Court Orders, young people are referred to a Community Panel, led by trained volunteers and attended by their parent(s) and the victim(s) of their offence(s) to agree how they can make amends for their behaviour.
Reparation	Making amends to someone harmed. This can be doing something of direct benefit to the victim of an offence or could be undertaking work that benefits the wider community, ideally suggested by the victim.
Restorative Justice	Restorative Justice describes a range of approaches to resolving a situation where harm, often an offence, has been caused. It focuses on victim satisfaction, offering a range of services by which the victim can gain an understanding of the offence, have a chance to be fully heard, and agree to or even participate in any suitable reparation. Where the victim does not wish to be involved, then the Youth Offending Service will work with a young person to raise awareness of the likely impact of their offending on others and will plan for them to take on some indirect reparation.
Team Around the Child (TAC)	A multi-agency planning meeting with the child and parent/carer(s) present. The young person can help decide the agenda and should be enabled to fully participate in the meetings and the planning.
Unpaid Work Order	Unpaid Work is a requirement available to the Court as part of a Youth Rehabilitation Order. Individuals aged 16 and over carry out work that will benefit the community in order to repay the harm caused by their offending.
YRO	The Youth Rehabilitation Order is a generic community sentence for young offenders and can combine a number of requirements into one generic sentence. It is the standard community sentence used for the majority of children and young people who offend. It simplifies sentencing for young people, while improving the flexibility of interventions.
Youth Justice Board (YJB)	The Youth Justice Board for England and Wales is now linked to the Ministry of Justice and is responsible for overseeing the youth justice system, including performance monitoring, providing advice and disseminating good practice.

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Bath & North East Somerset Council		
MEETING/ DECISION MAKER:	Cabinet	
MEETING/ DECISION DATE:	4 May 2016	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2840
TITLE:	Primary and Secondary School Organisation Plan 2015 – 2019	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Appendix 1		
Primary and Secondary School Organisation Plan 2015 – 2019 Including Longer Term Place Planning within the Core Strategy Plan Period		

1 THE ISSUE

- 1.1 The Council has a statutory duty to secure sufficient school places for every child resident in the Local Authority who requires a place. The Primary and Secondary School Organisation Plan 2015 – 2019 at Appendix 1 outlines the current level of primary and secondary provision in the Authority, detailed projected pupil numbers over the next four years up to admissions in September 2019 based on births and resident population data and outline pupil numbers up to 2029 as a consequence of the future planned housing development in the Authority. Estimates for the number of school places likely to be required as a result and how and where these might be provided are also included.

2 RECOMMENDATION

The Cabinet is asked to:

- 2.1 Approve the proposed strategy for the provision of school places within the 2015 – 2019 plan period.
- 2.2 Approve the proposed strategy for the provision of school places over the longer term within the Core Strategy plan period.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 Revenue funding for pupil places will be provided by the Department for Education (DfE) through the Dedicated Schools Grant (DSG) on a per pupil basis.

- 3.2 Where pupils generated by Strategic Development Sites cannot be accommodated within existing provision, Developer Contributions in the form of capital and where appropriate land, will be sought from developers in order to provide the necessary school places. To date, the Council is in receipt of some Developer Contributions with further contributions currently pending. Community Infrastructure Levy (CIL) would be considered for the provision of other primary school places and for secondary school places.
- 3.3 The DfE currently allocate Basic Need capital funding to local authorities in order to provide additional school places where pupils are projected to exceed the number of places available and where the increase is occurring as a result of population growth other than from housing developments supported by Developer Contributions. The level of Basic Need Funding provided is calculated on the basis of the Local Authority pupil forecast data submitted to the DfE, which outlines the number of existing places in the Authority, the current number of pupils on roll and a projection of future pupil numbers expected, excluding any pupils supported by Developer Contributions.
- 3.4 Basic Need funding of £6.4m was received in 2015/16 and is committed against Basic Need schemes that are currently under development to ensure that places projected to be required for 2016/17 can be provided.
- 3.5 The DfE has identified the Council's future Basic Need allocations as £6.7m for 2016/17, £3m for 2017/18 and £5.76m for 2018/19. A number of Basic Need schemes have recently been approved for 2016/17 and 2017/18 as part of the Council's budget report.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

- 4.1 Relevant considerations: The Council's statutory duty to provide sufficient school places, Children, Equalities, Planning, Social Inclusion, Property, Impact on Staff.
- 4.2 An Equality Impact Assessment has been completed using corporate guidelines. No adverse or other significant issues were found.

5 THE REPORT

- 5.1 Appendix 1 to this report contains all the information that Cabinet should require in order to be able to assess the proposed strategy. A summary of the key issues impacting on pupil place planning is set out below.
- 5.2 Despite significant recent changes to the educational landscape with some schools becoming Academies and free schools being established, the Local Authority still retains the legal responsibility for pupil place planning in its area and for ensuring there are sufficient school places available. This also aligns with the strategic priorities of the Council to invest in schools and to secure school places to meet parental demand and preference.
- 5.3 In general, existing secondary school provision is expected to be sufficient for future pupil numbers arising from underlying population growth and future house building. Secondary pupil numbers have been lower over the last few years as the smaller numbers of pupils in the older year groups of primary school reached secondary school age. Numbers are projected to pick up again

with admissions into Year 7 in 2018 onwards when the current younger primary age pupils who entered Reception in 2011 reach secondary school age.

- 5.4 However, should a future proposed new housing development in a particular area be projected to result in a shortfall of secondary school places, the Authority will apply for CIL funding to provide additional places. These are highly likely to be delivered via the expansion of existing schools rather than by building new schools.
- 5.5 The future need for primary school places is expected to be affected by levels of underlying population growth coupled with pupils generated from new housing developments in line with the Core Strategy and Strategic Housing Land Availability Assessment (SHLAA). The impact of this will vary from area to area across the Authority depending on where the population growth is taking place.
- 5.6 In some areas the impact is likely to be less severe and be felt more gradually as the number of places required will be fewer in number and will build up gradually and there will be more options available for delivery of any additional places that might be required, possibly via the expansion of existing local schools.
- 5.7 In most areas where growth is expected to be greater and faster and options for delivery of additional places is limited as existing local schools cannot be expanded because the sites they occupy are not large enough, the impact is likely to be much more pronounced and immediate, requiring additional places to be created early on and most likely via the provision of whole new schools which will require land to be provided. Officers have been working closely with colleagues in Planning Policy to ensure that these land requirements are reflected in the Council's Core Strategy and Infrastructure Delivery Programme.
- 5.8 We cannot say for certain what will happen to the population beyond the latest 2014-2015 births and resident population data – numbers could level off, fall or rise steeply or gradually and therefore it is difficult to forecast how many places will be required beyond admissions into Reception in 2019 and into Year 7 in 2021. This is particularly challenging for primary school place planning, as it is only possible to plan four years ahead with any degree of certainty.

6 RATIONALE

- 6.1 The Local Authority still retains the legal responsibility for pupil place planning in its area. In order to do this effectively the Local Authority must identify where new school places will be required as a result of underlying population growth or pupils generated from new housing development, how much additional provision is required and when. This additional provision might be provided via Basic Need funding from the Government or Developer Contributions or CIL as a result of new housing developments.
- 6.2 There is currently already pressure on primary school places in some parts of the Authority and also projected to be a shortfall in places in some areas in the future and the Authority must plan for the additional provision that is needed. The Plan will serve as a useful planning tool to identify areas and levels of need, when investment in places will be needed and also to inform discussions with Developers.

7 OTHER OPTIONS CONSIDERED

7.1 None

8 CONSULTATION

- 8.1 Cabinet Member for Early Years, Children and Youth; Children and Young People Policy Development & Scrutiny Panel; Ward Councillors; Catholic Diocese; Church of England Diocese; Primary, Secondary and Studio School Headteachers and Governing Body Chairs; Neighbouring Local Authorities; Planning Policy; School Advisers; Admissions and Transport; Education Finance.
- 8.2 All schools are consulted annually when Planned Admission Numbers (PANs) are discussed for the next academic year two years ahead, providing an opportunity to discuss any future projected impact on the school prior to setting the PAN. The last consultation took place from September to November 2015 for PANs in 2017.
- 8.3 Where appropriate, comments submitted via the consultation have been included in Appendix 1 and pupil projections updated as at March 2016.

9 RISK MANAGEMENT

- 9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance. Significant risks identified are:
- 9.2 *The Council has a statutory duty to secure sufficient school places and failure to ensure this will result in the Council being at risk of breaching its responsibility.* This Plan sets out a strategy for delivery of sufficient school places in the right areas across the Authority.
- 9.3 *The actual eventual need for places is less or greater than projected.* Use of Primary and Secondary Planning Areas allows a good understanding of where places are likely to be required as a result of population growth. Where there are opportunities and within the limitations of the space and funding available, some additional extra places may be provided to give flexibility.
- 9.4 *Insufficient land available in the right area on which to build new school accommodation where existing school sites cannot sustain any further expansion and where new sites will need to be provided.* Officers have been working to identify where sites will be required for new school provision and feeding these requirements into the Council's Infrastructure Delivery Programme to secure land Developer Contributions.
- 9.5 *New house building spread over a long period of time and therefore Developer Contributions received over an extended period will make the timing of the delivery of new school places challenging, particularly where land is also required.* Need to plan the delivery of new school accommodation via stages and through phasing and via the pooling of Developer Contributions. Explore the possibility of combining Basic Need Funding with Developer Contributions or CIL where possible.
- 9.6 *Available capital either through Basic Need funding or Developer Contributions not sufficient to cover cost of building work to provide additional accommodation.* Planned building work delivered as cost effectively as possible through effective project planning including utilising existing accommodation

where possible to make best use of available resources. Ensure any potential shortfalls which may require Council funding are identified at an early stage and included in the Council's financial planning.

Contact person	Helen Hoynes 01225 395169
Background papers	None
Please contact the report author if you need to access this report in an alternative format	

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Appendix 1

Bath and North East Somerset Council

Primary and Secondary School Organisation Plan 2015 – 2019

Including Longer Term Place Planning within the Core Strategy Plan Period

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Introduction

The provision of school places is going through a period of dramatic change. In line with current government strategy, rather than being direct providers of school places via Community schools, Local Authorities are moving to becoming commissioners of school places via a range of providers that include Academies, Free Schools, Studio Schools, Foundation schools, Trust schools, Voluntary Aided schools, Voluntary Controlled schools and Community schools.

Despite these changes, the Local Authority still retains the legal responsibility for pupil place planning within its area and has a statutory duty to provide sufficient school places for every child resident in the Local Authority who requires a place. In order to achieve this it can propose expansions to all categories of schools and commission the provision of new schools that will be run by the most appropriate body.

This plan outlines the current level of primary and secondary provision in the Authority, the projected pupil numbers based on births and resident population data over the next four years up to admissions in September 2019 in detail and in outline within the Core Strategy Plan period arising as a consequence of the future planned housing development expected to be delivered within this period in the Authority. The plan also gives estimates for the number of school places likely to be required in each of the planning areas across the Authority as a result of projected pupil numbers. In some cases it also proposes specific solutions as to how and where these additional places might be provided.

The plan does not extend to Special School provision as this is subject to a separate and distinct place planning and delivery process.

Summary Profile of Primary and Secondary Schools

In Bath and North East Somerset there are a total of 61 primary, infant and junior schools as follows:

25 Community schools
21 Voluntary Controlled Church of England schools
5 Voluntary Aided Church of England schools
2 Voluntary Aided Catholic schools
6 Church of England Academies
2 Academies
(Including 3 Federations: 2 Federations of 2 schools and 1 Federation of 3 schools)

There are a total of 13 secondary schools as follows:

10 Academies
1 Foundation school
1 Voluntary Aided Catholic school
1 Voluntary Aided Church of England school
(Including 1 Federation of 2 schools)
12 schools have sixth forms (The two Voluntary Aided schools share a joint sixth form).
11 schools are co-educational

1 school is single sex boys and 1 school is single sex girls

There are a total of 3 Studio Schools as follows:

3 Academies

Pupil Projections in General

The future need for school places is expected to be affected by rates of underlying population growth coupled with pupils generated from new housing developments. The impact of this will vary from area to area across the Authority depending on where the population growth is taking place.

Two main sources of funding are currently available to create additional school places, depending on how the need for places has been generated. These are: Basic Need funding and Developer Contributions or Community Infrastructure Levy (CIL).

Basic Need funding is currently allocated to local authorities by the Department for Education (DfE) to provide additional school places where there is underlying growth in pupil numbers that is projected to exceed the number of places available and where the increase is occurring as a result of population growth other than from housing developments supported by Developer Contributions. The level of Basic Need funding provided will be on the basis of the data contained within the annual School Capacity Return submitted to the DfE. This outlines the number of existing places in each planning area in the Authority, the current number of pupils on roll and a projection of future pupil numbers expected, excluding any pupils from new housing development supported by Developer Contributions.

Developer Contributions will be sought to provide school places required as a result of pupils generated by Strategic Development Sites. The new school places provided could be in the form of additional accommodation added to existing schools where this is possible or via the provision of whole new schools to serve the development. In addition to capital, land may also be required to be provided by the development. CIL would be considered for the provision of other primary school places and for secondary school places.

The Local Authority liaises with the Health Authority to obtain accurate figures for births within the Authority for each academic year and also to obtain figures for the resident population of children. The resident population data we use is updated every six months to reflect on going changes and movements in the population. The births data is updated annually

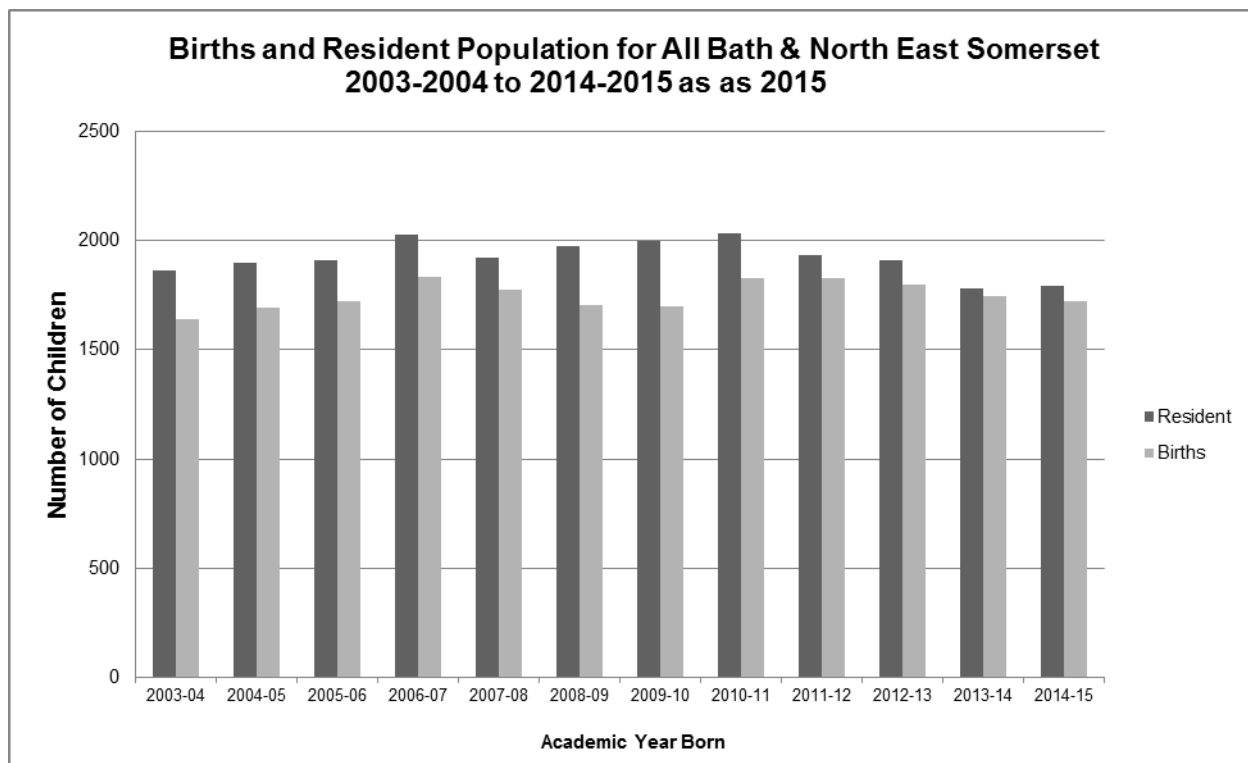
The Authority estimates what the resident population will be by the time children reach Reception age, based on the current resident population figures and births figures. It then estimates the percentage of resident 4 year olds that will take up a Reception (YR) place each year – the transfer rate – and also estimates how many 11 year olds there will be and what percentage of these will enter secondary school in Year 7 (Y7). It also estimates how the current year groups already within schools might change as they move through the school years.

The Authority also uses the figures contained in the Bath and North East Somerset Planning Obligations Supplementary Planning Document in order to calculate the number of children of each age group likely to be generated from new housing developments. The number of children generated from new housing developments will then be added to the number of children arising from births and underlying population growth.

As far as possible, school places should be distributed to meet current and projected needs and to ensure that sufficient school places are available reasonably close to the communities they serve. The Authority will seek to meet parental preferences as far as possible and to take this into account where possible when planning school places. The limitations associated with some school sites means that it is not always possible to put additional school places precisely where they are required, however the best possible achievable option will always be pursued.

The table and chart below show the births and resident population data for 0 - 11 year olds by academic year as at September 2015 for all Bath and North East Somerset.

Age in 2015	11	10	9	8	7	6	5	4	3	2	1	0
Academic Year Born	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15
Year Enter YR	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Year Enter Y7	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Total Births	1642	1696	1720	1832	1774	1703	1698	1830	1829	1797	1747	1720
Total Resident	1864	1901	1911	2028	1925	1971	2000	2033	1931	1911	1781	1792
Difference Births/ Resident	222	205	191	196	151	268	302	203	102	114	34	72



Primary Pupil Projections by Planning Area for Admissions in 2015 – 2019

For the purposes of primary school place planning, the Authority has been divided into seventeen areas. Each planning area contains a grouping of Lower Super Output Areas which are the smaller areas that wards have been divided into nationally to allow a range of data to be recorded on a very local basis. Each planning area has been designed to group the child population living within that area with the school places that could reasonably be said to serve that planning area.

In some areas, usually in more rural areas, where some routes to schools are deemed to be hazardous (as described in the B&NES *A Primary School for Your Child* booklet), it is more likely that a single local school would normally be expected to serve a particular rural area or village, compared to urban areas where there would usually be more than one school located within a more compact geographical area that would be accessible to a local community.

Adjustments are made to allow for some movements between planning areas where this is thought to be reasonable i.e. within a reasonable distance, reflecting current patterns of movements of pupils that live in one planning area and attend school in another etc. and in this report some of the individual planning areas have been grouped.

The challenges around primary school place planning are firstly to accurately estimate what the resident population of 4 year olds is likely to be in the future based on the births and current resident population data for each age group. Resident population figures change from year to year and generally increase compared to the births figure for that age group, although they can be lower. Increases can be irregular from year to year and vary for different year groups.

Secondly it is to project the percentage of those 4 year olds that will take up a YR place, primarily based on past patterns of admissions. The third factor is parental preference as parents do not always choose their nearest school. Estimates are based on the assumption that current patterns of take up of places will continue into the future. When planning YR places it is only possible to plan four years ahead with any degree of certainty due to the availability of data on actual births.

Finally, pupils generated from previously approved housing developments that have either yet to be built or are currently under construction need to be taken into account. The following projections up to 2019 would exclude all pupils from housing developments that have not yet commenced as they would not necessarily impact on school numbers by 2019. Some of the pupils generated from housing developments currently under construction will be included and some excluded, to reflect the progress of the construction programme. These additional pupils would need to be added on to the Baseline projection figures.

Pupil projections are reviewed annually and updated as necessary.

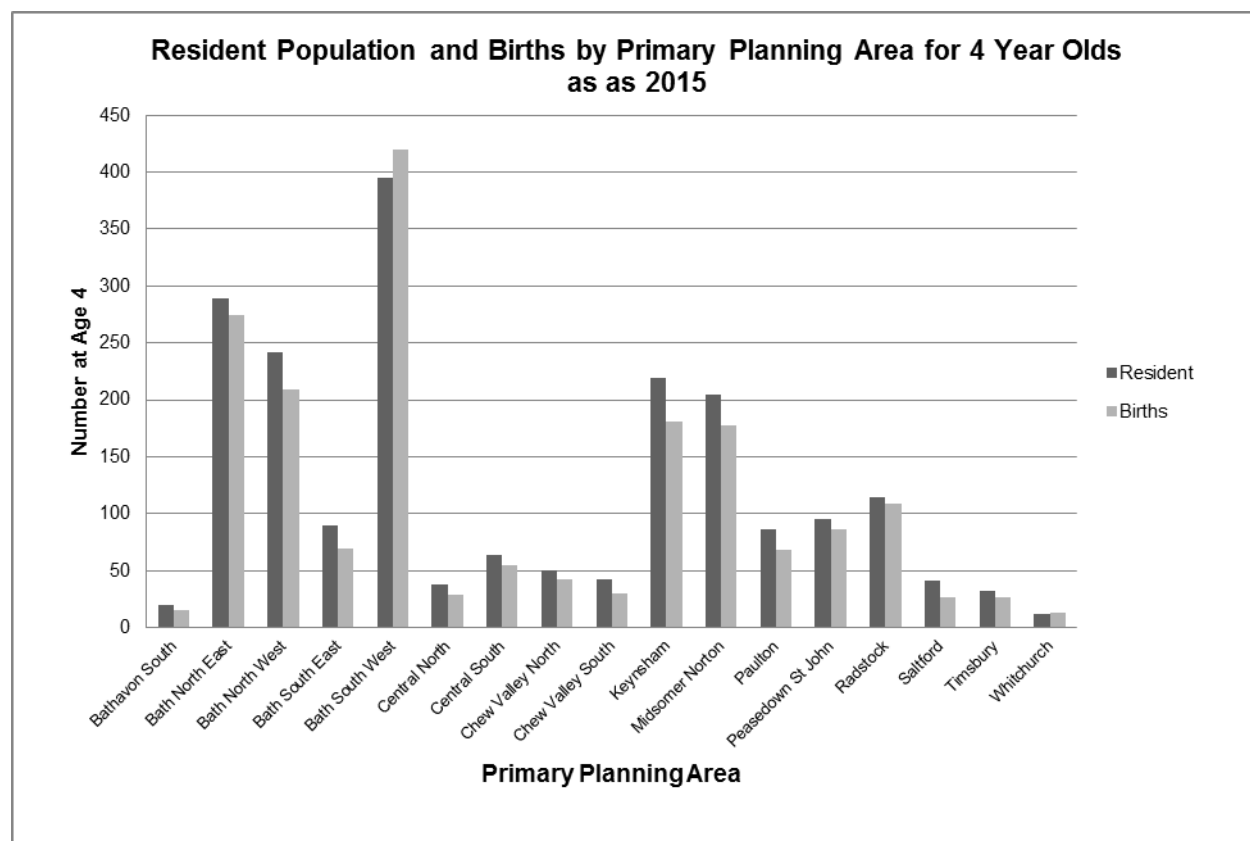
Primary Planning Areas Map



The table below shows births and resident population for 0 - 10 year olds by academic year as at September 2015 grouped by Primary Planning Area.

	Age in 2015	10	9	8	7	6	5	4	3	2	1	0
	Academic Year Born	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15
	Year Enter YR	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
	Year Enter Y7	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Bathavon South	Births	20	17	26	12	14	9	15	13	14	10	10
	Resident	27	20	34	20	18	19	20	14	22	12	10
Bath North East	Births	244	252	274	265	230	240	274	254	240	223	215
	Resident	255	230	289	256	245	281	289	240	234	214	223
Bath North West	Births	187	209	210	248	190	209	209	222	210	183	190
	Resident	224	259	240	257	233	248	242	229	222	178	186
Bath South East	Births	75	67	78	70	64	60	69	55	68	64	62
	Resident	95	101	93	97	75	90	90	72	71	62	59
Bath South West	Births	405	382	429	406	435	394	420	467	443	441	426
	Resident	408	370	423	398	435	401	395	452	439	452	456
Central North	Births	38	39	34	35	36	32	29	37	37	35	29
	Resident	47	49	46	44	42	41	38	44	39	34	26
Central South	Births	67	70	68	69	54	63	55	62	54	49	61
	Resident	75	74	74	87	74	74	64	65	67	43	66
Chew Valley North	Births	33	32	46	30	35	32	42	30	26	44	39
	Resident	41	51	56	41	53	44	50	39	32	43	45
Chew Valley South	Births	26	35	37	42	32	34	30	26	26	27	25
	Resident	42	47	48	44	43	51	42	37	33	37	25
Keynsham	Births	149	144	146	138	144	133	181	151	162	159	158
	Resident	172	167	185	175	188	174	219	194	196	175	167
Midsomer Norton	Births	146	170	170	150	170	159	178	192	182	162	197
	Resident	190	199	190	150	216	196	204	191	223	175	202
Paulton	Births	61	56	54	46	70	65	68	74	79	69	81
	Resident	61	79	56	62	94	77	86	78	82	82	88
Peasedown St John	Births	95	98	83	99	78	96	86	92	82	91	74
	Resident	90	97	85	99	88	109	95	97	81	93	81
Radstock	Births	90	98	115	115	116	104	109	98	108	126	89
	Resident	89	99	110	95	94	97	114	100	98	118	94
Saltford	Births	30	11	28	24	19	33	26	24	28	26	21
	Resident	51	32	46	50	42	52	41	37	31	29	20
Timsbury	Births	27	33	29	25	17	27	26	24	30	28	37
	Resident	28	25	41	36	24	37	32	31	29	28	37
Whitchurch	Births	4	6	6	0	0	9	13	9	8	8	7
	Resident	6	12	12	14	7	9	12	11	12	6	7

The chart below shows births and resident population data for children aged 4 in the 2015-2016 academic year as at September 2015 grouped by Primary Planning Area.



The following figures show the actual YR intakes for 2014 and the estimated YR intakes for the academic years 2015 to 2019 as at the May School Census date. Also latest Net Capacity (NC) figures or Capacity (C) if the school is an academy and the 2015 YR places.

Bathavon South and Peasedown St John Planning Areas

	R	1	2	3	4	5	6	Total
2012	120	123	126	105	107	118	120	819
2013	103	122	130	127	106	106	111	805
2014	130	105	127	137	130	108	105	842
2015	139	133	108	125	138	127	109	879
2016	149	142	136	111	128	141	130	937
2017	149	152	145	139	114	131	144	974
2018	156	152	155	148	142	117	134	1004
2019	149	159	155	158	151	145	120	1037

Reception Places in 2015: 147

Schools:

10 Camerton Church School (NC 55), 20 Freshford C of E Primary (NC 140), 75 Peasedown St John Primary (NC 525), 20 Shoscombe C of E Primary (NC 120), 22 St Julian's C of E Primary (NC 112).

Camerton Church School, Shoscombe C of E Primary and St Julian's C of E Primary are federated.

Some additional places can be created at Camerton Church School for September 2016 and 2017 admissions by increasing the PAN.

Some additional capacity may need to be created at Freshford C of E Primary at a future date.

Capacity has been added to Peasedown St John Primary in order to accommodate the pupils generated from underlying population growth and from the new housing development at Wellow Lane in Peasedown. A feasibility study to add additional capacity to the school for September 2018 admissions onwards in order to accommodate pupils generated from the new housing development at Greenlands Road in Peasedown St John is being undertaken.

Bath North East Planning Area

	R	1	2	3	4	5	6	Total
2012	170	202	166	166	174	162	178	1218
2013	168	174	206	169	167	173	160	1217
2014	207	174	183	211	174	167	176	1292
2015	197	213	177	190	215	180	169	1341
2016	167	202	216	180	193	218	181	1357
2017	165	172	205	219	183	196	219	1359
2018	162	170	175	208	222	186	197	1320
2019	163	167	173	178	211	225	187	1304

Reception Places in 2015: 200

Schools:

30 Bathampton Primary (NC 206), 30 Batheaston C of E Primary (NC 209), 36 Bathford C of E Primary (NC 210), 30 Bathwick St Mary C of E Primary (NC 210), 60 St Saviour's C of E Infant (NC 210) (and 60 St Saviour's C of E Junior (NC 240)), 14 Swainswick C of E Primary (NC 84).

St Saviour's C of E Junior school will have a bulge class added for Year 3 admissions in 2017 to accommodate the bulge class of children that originally entered the St Saviour's C of E Infant school in 2014.

Bath North West Planning Area

	R	1	2	3	4	5	6	Total
2012	264	265	259	230	226	219	221	1684
2013	260	265	262	255	236	224	222	1724
2014	267	265	266	261	260	224	223	1766
2015	268	270	268	269	259	259	223	1816
2016	258	271	273	271	271	261	261	1866
2017	288	261	274	276	273	273	263	1908
2018	257	291	264	277	278	275	275	1917
2019	268	260	294	267	279	280	277	1925

Reception Places in 2015: 270

Schools:

60 Newbridge Primary (NC 450), 30 St Andrews C of E Primary (NC 210), 30 St Mary's Catholic Primary (NC 210), 60 St Stephen's C of E Primary (NC 420), 90 Weston All Saints C of E Primary (NC 630).

The process to deliver the new 210 place primary school at Ensleigh with a Planned Admission Number (PAN) of 30 has commenced and the school is scheduled to open in September 2017. This will also serve the Bath North East Planning Area.

Bath South East Planning Area

	R	1	2	3	4	5	6	Total
2012	114	113	119	111	113	106	103	779
2013	120	117	116	120	111	112	105	801
2014	119	114	120	116	118	112	118	817
2015	120	119	115	122	117	120	112	825
2016	120	121	120	117	122	118	120	838
2017	120	120	121	121	118	123	119	842
2018	120	120	121	122	122	119	124	848
2019	120	120	120	122	122	123	120	847

Reception Places in 2015: 120

Schools:

60 Combe Down C of E Primary (NC 418), 60 Widcombe Infant (NC 180) (and 60 Widcombe C of E Junior (NC 232)).

The new 210 place primary school with a PAN of 30 to accommodate pupils generated by the Mulberry Park (MoD Foxhill) development is currently being planned and is scheduled to open in September 2018. This will also serve the Bath South West Planning Area.

Bath South West Planning Area

	R	1	2	3	4	5	6	Total
2012	333	334	292	314	291	286	284	2134
2013	354	320	330	279	304	291	285	2163
2014	308	354	323	333	275	305	288	2186
2015	320	311	354	320	340	279	308	2232
2016	361	323	313	356	325	343	281	2302
2017	363	364	325	315	361	328	345	2401
2018	363	366	366	327	320	364	330	2436
2019	375	366	368	368	332	323	366	2498

Reception Places in 2015: 370

Schools:

60 Moorlands Infant (NC 210) (and 60 Moorlands Junior (NC 270)), 60 Oldfield Park Infant (NC 210) (and 75 Oldfield Park Junior (NC 229)), 60 Roundhill Primary (NC 407), 40 St Philip's C of E Primary (NC 280), 45 St Martin's Garden Primary (NC 315), 45 St John's Catholic Primary (NC 312), 60 Twerton Infant (NC 180) (and 60 St Michael's C of E Junior (NC 240)).

Moorlands Infant and Moorlands Junior are federated.

Should additional places be required in this area these are likely to be proposed to be provided by adding capacity to St Martin's Garden Primary school or Moorlands Infant and Junior schools.

The new 210 place primary school with a PAN of 30 to accommodate pupils generated by the Crest development at Bath Western Riverside (BWR) has an estimated opening date of approximately 2022/2023, based on the latest build programme for the development.

Central North and Timsbury Planning Areas

	R	1	2	3	4	5	6	Total
2012	54	60	49	61	53	57	54	388
2013	55	57	66	49	63	54	57	401
2014	65	57	57	60	46	55	45	385
2015	56	66	57	61	57	43	55	395
2016	66	58	68	59	63	59	44	417
2017	69	68	60	70	61	65	60	453
2018	59	71	70	62	72	63	66	463
2019	66	61	73	72	64	74	64	474

Reception Places in 2015: 65

Schools:

20 Farmborough C of E Primary (NC 120), 15 Marksbury C of E Primary (NC 105), 30 St Mary's C of E Primary (Timsbury) (NC 210).

Farmborough C of E Primary school is currently being expanded to accommodate pupils generated from underlying population growth and from the new housing development currently

under construction in Farmborough. The school will have a PAN of 25 for Reception admissions in 2016 onwards.

Central South Planning Area

	R	1	2	3	4	5	6	Total
2012	78	65	70	70	64	58	61	466
2013	66	78	62	67	62	65	57	457
2014	64	65	72	61	70	59	67	458
2015	71	64	67	71	61	70	60	464
2016	79	72	65	68	72	62	71	489
2017	83	80	73	66	69	73	63	507
2018	61	84	81	74	67	70	74	511
2019	91	62	85	82	75	68	71	534

Reception Places in 2015: 80

Schools:

20 Cameley C of E Primary (NC 138), 25 Clutton Primary (C 147), 15 Farrington Gurney C of E Primary (NC 105), 20 High Littleton C of E Primary (C 140).

New housing development in Temple Cloud is expected to generate the need for additional capacity to be added to Cameley C of E Primary school.

New housing development in Clutton is expected to generate the need for additional capacity to be added to Clutton Primary school.

Additional places may be required for Reception admissions in 2017 and 2019. This could be achieved by expanding Clutton Primary school to a PAN of 30 and Cameley C of E Primary school to a PAN of 25 or 30.

Chew Valley North Planning Area

	R	1	2	3	4	5	6	Total
2012	62	59	58	55	52	64	58	408
2013	62	66	62	61	57	57	65	430
2014	55	66	67	62	62	59	58	429
2015	64	57	68	68	64	60	60	441
2016	53	67	59	70	70	66	61	446
2017	51	55	68	61	72	72	67	446
2018	65	53	57	70	63	77	73	458
2019	73	67	55	59	72	65	75	466

Reception Places in 2015: 67

Schools:

15 Chew Magna Primary (NC 105), 27 Chew Stoke Church School (C 189), 15 Pensford Primary (NC 105), 10 Stanton Drew Primary (NC 70).

Stanton Drew Primary is federated with Bishop Sutton Primary.

Future demand is expected to be met by current school provision in the Chew Valley North Planning Area up to 2018. Additional capacity may be required in the area for Reception admissions in 2019.

Chew Valley South Planning Area

	R	1	2	3	4	5	6	Total
2012	38	50	42	32	38	40	38	278
2013	42	38	52	43	34	37	38	284
2014	44	44	40	52	43	37	36	296
2015	47	46	45	41	55	45	35	314
2016	42	47	48	47	43	57	47	331
2017	48	44	49	50	49	45	59	344
2018	49	50	46	51	52	51	47	346
2019	40	51	52	48	53	54	53	351

Reception Places in 2015: 56

Schools:

25 Bishop Sutton Primary (NC 149), 15 East Harptree C of E Primary (NC 103), 16 Ubley C of E Primary (NC 80).

Bishop Sutton Primary is federated with Stanton Drew Primary.

Bishop Sutton Primary school is currently being expanded to a 210 place school with a PAN of 30 for admissions in September 2017 onwards due to new housing development in Bishop Sutton.

Additional capacity is expected to be required at Ubley C of E Primary school to accommodate pupils generated by local underlying population growth.

Keynsham and Saltford Planning Areas

	R	1	2	3	4	5	6	Total
2012	215	219	197	214	186	200	196	1427
2013	209	217	224	198	220	187	198	1453
2014	222	213	216	223	196	219	187	1476
2015	268	225	213	225	222	201	218	1572
2016	250	271	227	219	227	225	201	1620
2017	264	253	273	233	221	230	225	1699
2018	260	267	255	279	235	224	230	1750
2019	257	263	269	261	281	238	225	1794

Reception Places in 2015: 270

Schools:

60 Castle Primary (NC 327), 60 Chandag Infant (NC 180) (and 68 Chandag Junior (NC 240)), 60 St John's C of E Primary (Keynsham) (C 240), 30 St Keyna Primary (NC 210), 60 Saltford C of E Primary (NC 390).

Castle Primary school is currently being expanded to provide a total of 60 places per year group to become a 420 place school to accommodate pupils from both parts of the K2 housing development in Keynsham and some pupils from underlying population growth.

Two classrooms are being added to Saltford C of E Primary school to allow it to accommodate 60 pupils in every year group and become a 420 place school.

A bulge class of 30 places for Reception admissions in 2016 at St Keyna Primary school is currently being discussed with the school.

The process to deliver the new 210 place primary school with a PAN of 30 at Somerdale has commenced and the school is scheduled to open in September 2017. This will accommodate the pupils generated from the new housing development on the former Somerdale factory site in Keynsham.

Due to the higher than expected population growth being experienced in Keynsham in recent years, a feasibility study to add additional capacity to St Keyna Primary school in order to accommodate pupils generated from underlying population growth is being undertaken.

Midsomer Norton Planning Area

	R	1	2	3	4	5	6	Total
2012	158	188	192	178	163	174	193	1246
2013	199	163	186	203	183	164	177	1275
2014	186	205	167	193	201	189	165	1306
2015	206	190	210	175	196	210	194	1381
2016	208	211	195	215	180	201	215	1425
2017	245	213	216	200	220	185	206	1485
2018	246	250	218	221	205	225	190	1555
2019	264	251	255	223	226	210	230	1659

Reception Places in 2015: 218

Schools:

25 Longvernal Primary (NC 113), 45 Midsomer Norton Primary (NC 315), 60 St John's Primary School (Midsomer Norton) (C 420), 28 Welton Primary (NC 196), 60 Westfield Primary (NC 420).

Additional capacity will be required in Midsomer Norton by 2017 in order to accommodate pupils generated by several new housing developments under construction. A new 630 place Free School with a PAN of 90 has been approved, by the DfE, for the Midsomer Norton area to open in September 2017. The Free School Trust plans to open initially with a PAN of 60.

Paulton Planning Area

	R	1	2	3	4	5	6	Total
2012	58	57	60	52	60	62	61	410
2013	73	55	57	64	56	61	64	430
2014	75	72	58	53	63	61	63	445
2015	73	76	72	62	56	66	65	470
2016	75	75	78	74	64	58	68	492
2017	86	77	77	80	76	66	60	522
2018	90	88	79	79	82	78	68	564
2019	88	92	90	81	81	84	80	596

Reception Places in 2015: 90

Schools:

90 Paulton Infant (NC 269) (and 60 Paulton Junior (NC 255)).

Paulton Infant school has been expanded to provide 90 places per year group to become a 270 place school to accommodate pupils from underlying population growth and from existing housing developments in Paulton. Paulton Junior school is being expanded for September 2016 onwards to provide 90 places per year group and become a 360 place school.

Radstock Planning Area

	R	1	2	3	4	5	6	Total
2012	83	89	78	66	67	57	68	508
2013	75	80	84	72	65	64	57	497
2014	87	75	77	79	72	70	66	526
2015	89	91	74	77	80	72	73	556
2016	79	90	92	75	78	81	73	568
2017	79	80	91	93	76	79	82	580
2018	97	80	81	92	94	77	80	601
2019	83	98	81	82	93	95	78	610

Reception Places in 2015: 95

Schools:

30 Academy of Trinity (C 210), 25 St Mary's C of E Primary (Writhlington) (NC 149), 40 St Nicholas' C of E Primary (NC 270).

St Mary's C of E Primary school is currently being expanded to add capacity to accommodate pupils generated from the Knobsbury Lane new housing development in Radstock. It will have a PAN of 30 for admissions in September 2017 onwards.

In addition, a feasibility study to add additional capacity to St Nicholas' C of E Primary school for September 2018 admissions onwards in order to accommodate pupils generated from the new housing development at Radstock Railway Line is being undertaken.

Whitchurch Planning Area

	R	1	2	3	4	5	6	Total
2012	30	29	30	25	31	29	22	196
2013	29	30	28	29	27	31	26	200
2014	29	30	30	30	29	27	30	205
2015	30	30	30	30	30	30	30	210
2016	30	30	30	31	30	30	31	212
2017	34	31	30	30	31	30	30	216
2018	32	34	31	31	31	31	32	222
2019	30	32	34	32	31	31	32	222

Reception Places in 2015: 30

Schools:

30 Whitchurch Primary (NC 210).

There are projected to be sufficient places available in this planning area to accommodate pupils up to 2019.

Secondary Pupil Projections by Planning Area for Admissions in 2015 – 2019

For the purposes of secondary school place planning, the Authority has been divided into seven planning areas which relate to the seven secondary school catchment areas, also called Areas of Prime Responsibility, within the Authority.

The catchment areas for Chew Valley and Writhlington schools extend beyond the boundary of Bath and North East Somerset into the neighbouring authorities of North Somerset and Somerset respectively. Children living within this part of the catchment area are considered on the same level of priority as children living within the Bath and North East Somerset part of the catchment area for that school.

The catchment area for St Gregory's Catholic College extends beyond the boundaries of the Greater Bath Consortium catchment area, primarily to the north, east and south of the Authority as it serves designated Catholic parishes in North West Wiltshire and the north of the County of Somerset as well as Bath and North East Somerset.

The Authority is a net importer of pupils with many pupils travelling into the Authority from neighbouring authorities. This can create challenges when planning secondary school places as these patterns can change for a variety of reasons. External factors such as the popularity of schools in neighbouring authorities can impact on parental preference and affect the number of pupils that come into Bath and North East Somerset, as can any changes to schools within the Authority.

Some schools currently admit a significant number of pupils from outside of their catchment area and outside of the Authority, notably Chew Valley, Broadlands and Oldfield and to a lesser extent Writhlington. Within the Authority, there is an established pattern whereby Norton Hill, Somervale and Writhlington tend to admit pupils from each other's catchment areas to varying degrees and Wellsway admits a significant number of pupils from the Broadlands catchment

area and also from outside the Authority. Numbers at these schools can be significantly affected by these movements of pupils.

If pupil numbers in the catchment areas for these schools were to increase in future as a result of underlying population growth and/or new housing development, it is possible that gradually over time the new Year 7 pupils living in the catchment area who apply for a place at their local school could serve to displace some of these out of catchment pupils..

The projected Year 7 (Y7) intake figures for 2015 – 2019 have been calculated by estimating the number of resident population children reaching Year 7 age based on the current resident population and births figures in each secondary planning area and then the percentage of resident 11 year olds that will take up a Year 7 place is estimated, primarily based on past patterns of parental preference and take up of places. Then a projection of the current year groups already within schools is calculated. The estimates are based on the assumption that these current patterns will continue into the future.

The figures also include pupils who currently travel into the Authority from outside of the individual school catchment areas and again are based on the assumption that this current pattern continues at this level. Also, popular schools are likely to attract additional pupils from outside of their catchment area should less places be required by children living within the catchment area because the population there has fallen.

Finally, pupils generated from previously approved housing developments that have either yet to be built or are currently under construction need to be taken into account. The following projections up to 2019 would exclude all pupils from housing developments that have not yet commenced as they would not necessarily impact on school numbers by 2019. Some of the pupils generated from housing developments currently under construction will be included and some excluded, to reflect the progress of the construction programme. These additional pupils would need to be added on to the Baseline projection figures.

Generally speaking, secondary pupil numbers are expected to be lower over the next few years as the smaller numbers of primary pupils seen in the past reach secondary school age. The increasing primary age population is first anticipated to reach Year 7 of secondary school in the 2017/2018 and 2018/19 academic years, resulting in a marked increase in secondary school age pupils at this time in most areas and generally to remain higher from that point onwards.

However up to admissions in 2019 there are still projected to be sufficient secondary school places available in all areas of the Authority for children living within the secondary school catchment areas for Bath and North East Somerset.

Secondary Planning Areas Map



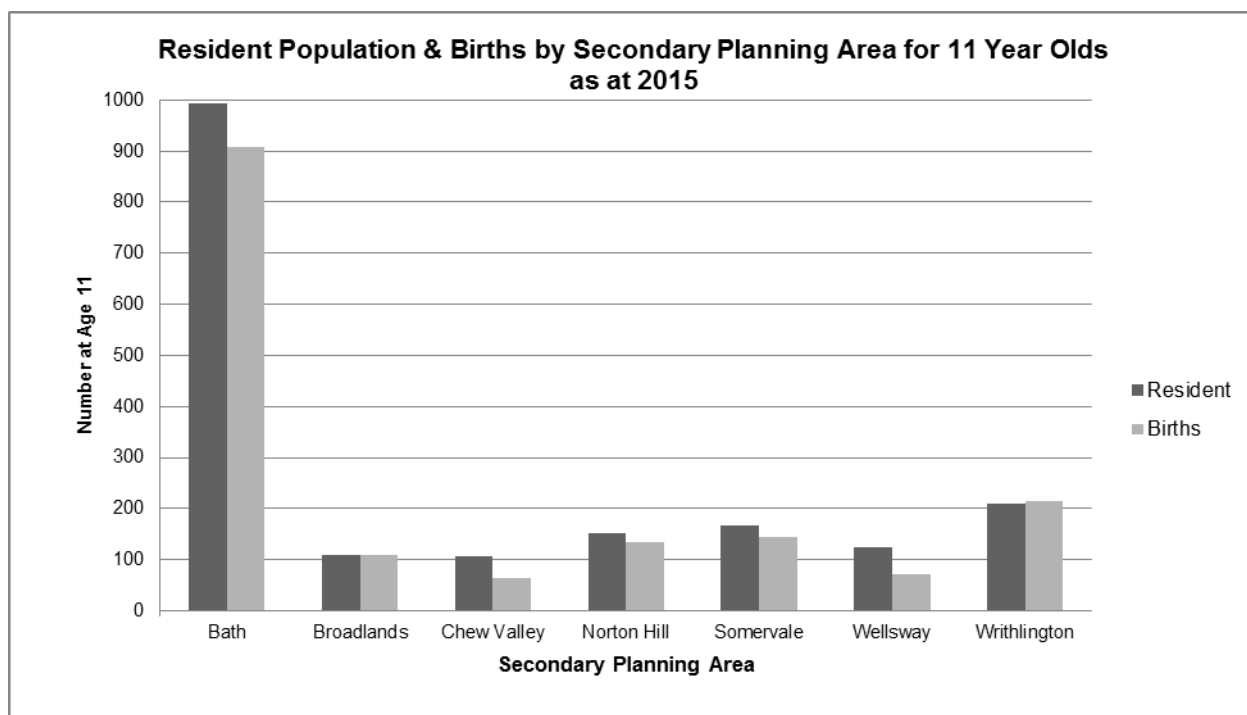
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The table below shows births and resident population data for 0 - 11 year olds by academic year as at September 2015 grouped by Secondary Planning Area.

	Age in 2015	11	10	9	8	7	6	5	4	3	2	1	0
	Academic Year Born	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15
	Year Enter YR	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
	Year Enter Y7	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Broadlands	Births	109	117	115	125	105	119	104	160	128	129	131	121
	Resident	109	123	125	145	137	146	125	172	156	146	136	129
Chew Valley	Births	64	78	84	93	85	77	75	80	66	59	79	74
	Resident	106	102	111	116	99	109	108	102	86	74	87	79
Greater Bath Consortium	Births	907	932	926	1013	1005	936	913	989	1011	974	923	902
	Resident	993	1009	981	1073	1031	1010	1039	1036	1009	987	919	933
Norton Hill	Births	135	122	131	135	144	127	152	149	145	154	138	152
	Resident	153	151	166	163	156	160	175	172	159	186	144	163
Somervale	Births	144	156	176	166	135	182	163	179	211	190	170	206
	Resident	168	176	204	168	155	237	193	210	198	211	187	213
Wellsway	Births	71	85	66	76	77	63	88	74	76	90	81	81
	Resident	124	129	113	126	126	114	132	121	106	117	94	82
Writhlington	Births	214	207	221	224	222	200	204	199	193	197	225	183
	Resident	210	211	211	237	221	197	229	220	217	190	217	194

The chart below shows births and resident population data for children aged 11 in the 2015-2016 academic year as at September 2015 grouped by Secondary Planning Area.



The following figures show the actual Y7 intakes for 2014 and the estimated Y7 intakes for the academic years 2015 to 2019 as at the May School Census date. Also latest Net Capacity (NC) figures or Capacity (C) if the school is an academy and the 2015 Y7 places.

Broadlands Planning Area

	7	8	9	10	11	12	13	14	Total
2012	107	95	87	144	186	0	0	0	619
2013	44	101	94	83	142	0	0	0	464
2014	84	48	103	95	82	0	0	0	412
2015	95	87	57	107	92	0	0	0	438
2016	108	98	92	61	106	0	0	0	465
2017	111	111	103	96	60	0	0	0	481
2018	132	114	116	107	95	0	0	0	564
2019	130	135	119	120	106	0	0	0	610

Year 7 Places in 2015: 150

School:

150 Broadlands Academy (C 750).

There is projected to be sufficient capacity available in this planning area to accommodate the projected number of pupils up to 2019. Whilst there will be pupils generated from new housing development within this period the impact is not expected to be significant.

Chew Valley Planning Area

	7	8	9	10	11	12	13	14	Total
2012	189	195	196	200	187	101	102	0	1170
2013	193	187	198	198	199	108	77	0	1160
2014	184	193	182	196	199	107	90	0	1151
2015	202	182	196	182	196	113	81	0	1152
2016	198	204	184	198	184	112	86	2	1168
2017	238	200	206	186	200	105	85	2	1222
2018	238	240	202	208	188	114	79	2	1271
2019	219	240	242	204	210	107	86	2	1310

Year 7 Places in 2015: 210

School:

210 Chew Valley School (NC 1,336).

There is projected to be sufficient capacity available in this planning area to accommodate the projected number of pupils resident in Bath and North East Somerset up to 2019. This may be achieved via the displacement of some future pupils from outside the school's catchment area. Whilst there will be pupils generated from new housing development within this period the impact is not expected to be significant.

Greater Bath Consortium Planning Area

	7	8	9	10	11	12	13	14	Total
2012	893	892	906	934	969	443	394	5	5436
2013	998	878	901	918	969	513	330	17	5524
2014	988	999	886	910	911	596	418	26	5734
2015	1057	1008	1013	902	906	560	485	33	5964
2016	1088	1071	1022	1025	910	557	456	38	6167
2017	1105	1102	1085	1034	1033	560	453	36	6408
2018	1218	1119	1116	1097	1042	635	456	36	6719
2019	1203	1232	1133	1128	1105	641	517	36	6995

Year 7 Places in 2015: 1,195

Schools:

175 Beechen Cliff School (C 1,131), 120 Bath Community Academy (C 720), 190 Hayesfield Girls' School (C 1,226), 224 Oldfield School (C 1,216), 224 Ralph Allen School (C 1,110), 160 St Gregory's Catholic College (NC 951), 102 St Marks C of E School (NC 513), 30 (Year 10) The Bath Studio School (C 300).

The Bath Studio School opened in September 2014 and offers a total of 300 places for pupils aged 14 -19.

There is projected to be sufficient capacity available in this planning area to accommodate the projected number of pupils resident in Bath and North East Somerset up to 2019. This may be achieved via the displacement of some future pupils from outside the school's catchment area. Whilst there will be pupils generated from new housing development within this period the impact is not expected to be significant.

Norton Hill Planning Area

	7	8	9	10	11	12	13	14	Total
2012	252	243	252	258	249	129	108	5	1496
2013	238	252	246	248	259	141	112	6	1502
2014	225	239	251	251	250	145	135	0	1496
2015	277	232	244	252	250	164	133	8	1560
2016	293	281	234	246	254	164	150	8	1630
2017	343	297	283	236	248	167	150	9	1733
2018	338	347	299	285	238	163	157	9	1836
2019	347	342	349	301	287	156	149	9	1940

Year 7 Places in 2015: 280

School:

280 Norton Hill School (C 1,621).

Norton Hill School is federated with Somervale School.

There is projected to be sufficient capacity available in this planning area to accommodate the projected number of pupils resident in Bath and North East Somerset up to 2019. This may be achieved via the displacement of some future pupils from outside the school's catchment area. Whilst there will be pupils generated from new housing development within this period the impact is not expected to be significant.

Somervale Planning Area

	7	8	9	10	11	12	13	14	Total
2012	74	95	95	78	106	22	18	4	492
2013	90	73	96	93	81	39	14	1	487
2014	100	89	77	94	92	23	37	0	512
2015	61	105	91	78	96	41	17	1	490
2016	68	63	107	93	80	43	30	1	485
2017	80	70	65	109	95	36	32	1	488
2018	65	82	72	67	111	42	27	1	467
2019	68	67	84	74	69	49	31	1	443

Year 7 Places in 2015: 141

School:

141 Somervale School (C 839).

Somervale School is federated with Norton Hill School.

There could be an impact on numbers due to the Polestar Barratts and Polestar Bovis developments in Paulton and the Cautletts Close housing development in Midsomer Norton within this period. However there is projected to be sufficient capacity available in this planning area to accommodate the projected number of pupils up to 2019.

Wellsway Planning Area

	7	8	9	10	11	12	13	14	Total
2012	208	208	215	214	220	137	116	0	1318
2013	219	210	209	215	213	147	122	0	1335
2014	231	219	208	209	214	134	137	0	1352
2015	230	231	219	219	210	190	115	0	1414
2016	250	230	231	230	219	186	163	2	1511
2017	217	250	230	242	230	194	160	3	1526
2018	278	217	250	241	242	204	166	3	1601
2019	293	278	217	261	241	215	175	3	1680

Year 7 Places in 2015: 230

Schools:

230 Wellsway School (C 1,400), 40 (Year 10) IKB Studio School (C 300).

IKB Studio School opened in September 2015 and offers a total of 300 places for pupils aged 14 -19.

There is projected to be sufficient capacity available in this planning area to accommodate the projected number of pupils resident in Bath and North East Somerset up to 2019. This may be achieved via the displacement of some future pupils from outside the school's catchment area.

Writhlington Planning Area

	7	8	9	10	11	12	13	14	Total
2012	244	260	242	237	241	177	157	0	1558
2013	257	244	254	246	237	170	144	0	1552
2014	260	251	244	247	242	156	157	0	1557
2015	219	263	251	248	245	159	138	3	1526
2016	251	222	264	255	248	161	141	3	1523
2017	250	254	223	268	255	163	142	3	1514
2018	287	253	255	227	268	168	144	3	1537
2019	261	290	254	259	227	176	149	3	1529

Year 7 Places in 2015: 245

Schools:

245 Writhlington School (C 1,645), 40 (Year 10) The Mendip Studio School (C 300).

The Mendip Studio School opened in September 2015 and offers a total of 300 places for pupils aged 14 -19.

There is projected to be sufficient capacity available in this planning area to accommodate the projected number of pupils resident in Bath and North East Somerset up to 2019. This may be achieved via the displacement of some future pupils from outside the school's catchment area. Whilst there will be pupils generated from new housing development within this period the impact is not expected to be significant.

Longer Term Place Planning within the Core Strategy Plan Period

Future Housing as Outlined in the Core Strategy

The Core Strategy is the key overarching document in the Local Development Framework and is the first of a new generation of policy documents that will set out the long-term planning framework for the district.

The Core Strategy sets out the policy framework for the location and level of new housing and other development and is one of the Council's key policy documents that seeks to build upon the area's strong foundations which include the emerging creative industries, success of local Universities, and vibrant retail and tourist offer.

The Core Strategy for Bath and North East Somerset Council was formally adopted by the Council on 10th July 2014. The Core Strategy now forms part of the Development Plan for the District and will be used in the determination of all planning applications submitted to the Council alongside policies in the Joint Waste Core Strategy (2011) and those saved policies in the Local Plan (2007) not replaced by the Core Strategy.

The Core Strategy sets out the long term spatial vision for Bath and North East Somerset within the plan period from 2011–2029 and the broad locations for new housing, jobs and other strategic developments. It will also focus on the delivery of policy objectives and any infrastructure requirements, which would include schools.

The Core Strategy outlines the expected total number of new dwellings to be provided within the plan period in each of the five planning areas of the Authority, as follows: 7,022 dwellings in Bath, 2,152 in Keynsham, 2,467 in the Somer Valley area, 1,115 in the rural area and 200 in the Whitchurch area of Bath and North East Somerset. Some of these dwellings have already been built or are part of known housing developments that currently have planning permission but have not yet been built.

This plan outlines the likely need for primary and secondary school places based on these area quotas of dwellings as listed above. Should more dwellings than this be built, current place planning will need to be reviewed as more school places would be required.

In general, the majority of existing primary schools are either already at capacity or projected to reach capacity within the next few years and it is anticipated that there will be minimal or nil surplus capacity to absorb primary age children generated from future new housing development. Therefore additional primary school places will be required to accommodate these new pupils.

The impact of pupils generated from future house building will vary from area to area across the Authority depending on where the population growth is taking place. In some areas the impact is likely to be less severe and be felt more gradually, as the number of places required will be fewer in number and will build up gradually and also because there will be more options available for delivery of any additional places that might be required, possibly via the expansion of existing local schools using Developer Contributions or CIL.

In other areas where growth is expected to be greater or more rapid and options for delivery of additional places is limited, as existing local schools cannot be expanded, for example because the sites they occupy are not large enough, the impact is likely to be much more pronounced and immediate, requiring additional places to be created early on and most likely via the provision of whole new schools. This will require Developer Contributions and CIL in the form of capital to build the new school accommodation and sufficient land to build on.

In most parts of the Authority existing schools that occupy large enough sites will already have been expanded up to the maximum possible and it is anticipated that whole new primary schools on new sites will be required in most cases.

The Authority will need to consider the timing of the delivery of any additional places that might be required, particularly where the need for places is created by more than a single development and where Developer Contributions might need to be pooled or where a Developer Contribution from a single development is received in several staged payments. This is particularly so where additional land will be required.

It is likely that Developer Contributions and CIL could be received over an extended period of time which would make planning building work challenging. Also where additional places are required as a result of underlying population growth as well as new housing development, it would be best practice to combine Basic Need funding with Developer Contributions or CIL where possible to achieve the most cost effective solution. However it will be a challenge to achieve this level of co-ordination whilst at the same time ensuring that the additional places are provided in time and are available when required.

Existing secondary school and sixth form provision is currently expected to be sufficient in most areas of the Authority for future pupil numbers arising from future house building as outlined in the Core Strategy. However in other areas it is possible that there will be a future shortfall as a result of the additional dwellings being proposed in Bath and the Somer Valley.

The most significant future increases in pupil numbers as a result of new housing development are expected to be in the Broadlands Planning Area as a result of the two parts of the K2 development, the Somerdale factory site development and other future proposed housing development in Keynsham and Whitchurch, in the Somervale Planning Area as a result of the Polestar development and other developments in Midsomer Norton and in the Greater Bath Consortium Planning Area as a result of the BWR development and other major developments planned for Bath.

Should a future proposed new housing development in a particular area be projected to result in a shortfall of secondary school or sixth form places, the Authority will seek CIL contributions to provide additional places. If additional secondary and sixth form provision is required, this is likely to be delivered via the expansion of existing schools rather than by building whole new schools. This situation will continue to be monitored.

The West of England Joint Spatial Plan

Bath and North East Somerset Council together with the three neighbouring Unitary Authorities of South Gloucestershire, North Somerset and City of Bristol have recently commenced work on

preparing The West of England Joint Spatial Plan (JSP). This Plan will establish the amount of housing that needs to be provided in order to meet needs arising within the Bristol Housing Market Area during the period 2016 to 2036. The JSP will also establish a spatial strategy for providing this housing and identify broad locations for development, as well as outlining the infrastructure required to support this development, including for education.

The JSP may identify additional development locations within Bath and North East Somerset over and above that set out in the adopted Core Strategy. Associated with the JSP the Council is committed to undertaking a partial review of the adopted Core Strategy in order to allocate specific sites to provide this new development. The JSP and Core Strategy partial review are currently anticipated to be adopted in 2018.

In addition to the JSP the Council's Local Development Scheme also outlines the programme for a full review of the B&NES Core Strategy due to be undertaken in 2018-2019. This will establish and plan for future housing needed in the longer term in the Bath Housing Market Area.

School Place Requirements by Core Strategy Area

1) Impact on Primary

Somer Valley Area – Midsomer Norton, Radstock, Paulton and Peasedown St John

In Midsomer Norton approximately 27 more pupils per year group are expected to be generated from planned new housing development and will need to be added to the projections. Additional capacity will be required in Midsomer Norton in order to accommodate the pupils generated by the housing developments at Alcan, Cautletts Close, Fosseway South, Monger Lane and other developments in Midsomer Norton. A new 630 place Free School has been approved for this area. Any further significant housing development in this area above that already planned is likely to generate the need for a new school.

In Radstock approximately 8 more pupils per year group are expected to be generated from planned new housing development and will need to be added to the projections. Additional capacity will be required in Radstock in order to accommodate the pupils generated by the housing development at the former Radstock Railway Line and other smaller developments. It is proposed to add capacity to St Nicholas' C of E Primary school in this area. Any further significant housing development in this area above that already planned is likely to generate the need for a new school.

Paulton Infant and Junior schools cannot take any further expansion above that already planned for the existing approved housing as the sites will be at capacity and any additional housing in Paulton would create the need for additional land and capital for a new school.

In Peasedown St John approximately 4 more pupils per year group are expected to be generated from planned new housing development and will need to be added to the projections. A small expansion of Peasedown St John Primary school is proposed in order to accommodate these pupils. Any additional housing in Peasedown St John would create the need for additional land and capital for a new school.

Bath Area

Many of the existing primary schools in Bath have limited or no capacity for extension or expansion on site as they are on sites that are constrained in size, therefore land for new school accommodation will be required in order to provide additional school places.

The exact number of additional places required in total will depend on the housing mix in the new housing developments – how many dwellings are flats, how many houses and how many bedrooms they have. It is expected that these places will be delivered via Developer Contributions in the form of capital and also land where appropriate.

The process to deliver the new 210 place on-site primary school to serve the MoD Ensleigh housing development in North Bath comprising of Ensleigh North and Ensleigh South and also for the adjacent new area of Royal High School land and Hope House has commenced.

It is planned to expand Bathwick St Mary C of E Primary school to accommodate pupils generated by the MoD Warminster Road development and for other smaller developments in the Bath North East Planning Area.

In addition to the Crest BWR school of 210 places, it is projected that another 210 places will eventually be required in the future to accommodate pupils from the remainder of the BWR development and other developments in the central and river corridor area in the Bath South West Planning Area.

A new 210 place on-site primary school is planned to serve the Mulberry Park (MoD Foxhill) housing development in the Bath South East Planning Area.

It is proposed to expand St Martin's Garden Primary school in order to accommodate the pupils generated by the proposed new area of housing development at Odd Down in the Bath South West Planning Area.

Keynsham Area

In Keynsham approximately 58 more pupils per year group are expected to be generated from planned new housing development and will need to be added to the projections.

There is considered to be limited future scope for existing primary schools to accommodate growth utilising Developer Contributions to add extra capacity in Keynsham. This is due to both the more significant underlying population growth happening in this area as well as anticipated growth from new housing and the fact that the existing school sites do not lend themselves to expansion. The exception to this is St Keyna Primary school where a feasibility study to expand the school to a 420 place school via the use of an adjacent area of land is being undertaken.

The expansion of Castle Primary school to a 420 place school to accommodate pupils generated from the two parts of the K2 development is under construction.

The process to deliver the new 210 place on-site primary school to accommodate the pupils from the housing development planned for the former Somerdale factory site in Keynsham has commenced.

Additional school places would also be required in the Keynsham and Saltford planning area as a result of the proposed new areas of housing development in South West Keynsham and in East Keynsham and these places are expected to be provided via an additional new 210 place school located on the Keynsham East development site.

Whitchurch Area

Additional school places are required in the Whitchurch planning area as a result of the proposed new area of housing development in Whitchurch and this will be provided via the expansion of Whitchurch Primary school by 105 places to become a 315 place school with a PAN of 45. An additional area of land will be required in order to expand the school and Developer Contributions in the form of land and capital have been sought.

Rural Area – the Remainder of the Authority

In the rural areas there is generally considered to be greater scope for some existing primary schools to accommodate growth utilising Developer Contributions to add extra capacity. This is due to both the lower levels of growth anticipated which is also intended to be spread throughout various village centres across the area and not concentrated in one place and the greater potential for extension or expansion of most existing school sites. However some rural school sites do not lend themselves to expansion as they are on constrained sites and development in these areas could be an issue. It is not anticipated that any whole new schools will be required.

Some additional capacity is expected to be required in Timsbury at some point in the future as a result of new housing development.

2) Impact on Secondary

Somer Valley Area – Midsomer Norton, Radstock, Paulton and Peasedown St John

In the Somer Valley area secondary pupil numbers are increasing as a result of new housing and it is possible that the combined capacity available within Norton Hill, Somervale and Writhlington schools could start to be met or exceeded by admissions at some point after 2017 – possibly in 2018. It is possible that some of the future out of catchment pupils on roll at the schools in this area could be displaced gradually over time as new Year 7 pupils resident in the Catchment Area apply for a place at their local school, resulting in fewer places being available for pupils from outside the Catchment Area and sufficient places for pupils within the Catchment Areas.

The new areas of housing proposed for the Somer Valley Area may require additional secondary places to be created in the future.

Bath Area

In the Bath area secondary pupil numbers are projected to gradually increase, although the capacity available within the seven schools in this area is still likely to be sufficient to meet current demand if, over time, the future new Year 7 pupils resident in the Catchment Area gradually fill most of the places that are currently taken up by out of catchment pupils. If it is not possible to displace the majority of the future out of catchment pupils in this way, it is possible that available capacity could start to be met or exceeded at some point after 2017 – possibly in 2018.

The new areas of housing proposed for Bath may require additional secondary places to be created in the future.

Keynsham Area

In the Keynsham area there is projected to be sufficient secondary capacity available as the majority of the planned housing development is within the Broadlands Planning Area where there are projected to be secondary school spaces available in the future. Additional sixth form places may be required.

Whitchurch Area

As Whitchurch is within the Broadlands planning area, the pupils generated by the new housing proposed for this area could be accommodated at Broadlands as there is projected to be sufficient capacity available at this school in the future. Additional sixth form places may be required.

Rural Area – the Remainder of the Authority

There is also projected to be sufficient secondary capacity in the Rural Area as the planned development in this area is on a smaller scale and spread across a wide area and thus across several secondary school planning areas in the Authority. Also it is possible that some of the future out of catchment pupils at various schools could be displaced gradually over time as new Year 7 pupils living in the catchment area apply for a place at the school, resulting in fewer places being available for pupils from outside the catchment area and more to those from within.

Strategy for Provision of New School Places and Options Evaluation Criteria

‘School’ means maintained school, academy or free school. Any changes to existing maintained schools would be subject to completion of the appropriate statutory processes as necessary.

Criteria have been developed to enable options for the provision of new school places to be assessed. This will be applied when considering the options for providing additional places needed as a result of new housing development or underlying population growth (Basic Need).

New school places can be provided either through expansion alone or expansion and relocation of existing schools or through the provision of new schools.

When assessing the most appropriate educational solution, issues such as educational standards, proximity to development site or area of underlying population growth, admission policies and patterns, balance of faith and non-faith school places will be taken into account.

Where it is identified that the preferred educational solution requires additional land to enable expansion of an existing school or a site for a relocated and expanded school or a new school, this will be referred to Planning Policy to test its deliverability.

Educational Strategy

Sufficient school places must be provided so that the Council can meet its statutory obligation to provide a school place for every child that requires one.

Where possible existing schools should be expanded within their existing site or via the addition of an adjoining area of land. If this is not possible, expansion and relocation of an existing school may be considered. If this is not possible, new schools will be required on new sites.

The Council will retain a degree of flexibility when considering the expansion of existing schools to take account of future trends and the possible need to accommodate additional pupils generated by increased birth rates and not exclusively generated by new housing developments.

There must be a degree of flexibility within each school place planning area – not all schools should be 100% full – to allow for natural annual variations in intakes, families moving house etc.

All schools, including new and expanded schools are encouraged to be run in accordance with the Council's aspiration that schools are 'community hubs' in order to achieve:

- Schools that work within the local community and actively encourage those nearby to attend.
- School buildings that feature a range of services, all of which serve the wider community. Examples include healthcare; early years provision; advice and information services and youth provision.
- School buildings that are used to their maximum capacity, such as during evenings, at weekends, and during all school holidays e.g. through holiday clubs.

Educational Criteria

1. New school places will need to be provided where there is projected to be insufficient available surplus capacity in surrounding schools within a reasonable distance of a new housing development or area of underlying population growth (walking distance – 0.5 of a mile approximately in urban and suburban areas for primary school places and 1.25 miles for secondary school places) to accommodate pupils generated. Local school places should be provided to promote community cohesion and reduce length of journey from home to school,

enabling pupils to walk to school thus helping to promote healthy lifestyles and reducing carbon emissions as journeys by car are rendered unnecessary.

2. Where possible existing schools should be expanded. Expansion should be on a single site and not serve to create a split site school. If expansion cannot be within the existing site then expansion via the addition of an adjoining area of land will be considered. If this is not possible, expansion and relocation of an existing school may be considered providing this can be achieved without any negative impact on the local community served by the school in its current location. If this is not possible, new schools will be required on new sites.

3. If an existing school is to be expanded, where possible it should have good educational standards with an OFSTED rating of Outstanding or Good.

4. If an existing school is to be expanded, where possible it should be popular with parents and be admitting pupils at or near its PAN.

5. When considering the expansion of existing schools or the provision of new schools, preference will be given to those schools which use universal admissions criteria, in order to facilitate access to the local school.

6. When considering the expansion of existing schools or the provision of new schools, the balance of faith versus non-faith places within a school place planning area will be taken into consideration.

7. Where it is identified that existing local schools cannot be expanded then a new school will be required.

8. New primary schools will be expected to be all through schools (ages 4-11). New secondary schools will be expected to be secondary schools with a sixth form (ages 11-18).

9. New primary schools would be a minimum size of 210 places. New secondary schools would be a minimum size of 600 places in Years 7 – 11

Conclusion

Beyond the latest 2014 - 2015 births and resident population data provided by the Health Service, we cannot predict exactly what will happen to the child population in Bath and North East Somerset. Numbers could level off, fall dramatically or gradually or continue to rise steeply or gradually and therefore it is difficult to forecast precisely how many school places will be required beyond admissions into Reception in 2019 and into Year 7 in 2021.

It is also difficult to predict exactly when pupils expected to be generated by new housing developments will appear as this depends on when building work commences, how quickly it progresses, the final number and type of dwellings approved and how quickly the dwellings are occupied.

The Authority will continue to plan to ensure that a sufficient number of places are provided in the areas and within the timeframe required and delivered in the most cost effective way

possible. However this will be challenging as capital funding streams in the form of Basic Need from the DfE and Developer Contributions from new housing developments are uncertain in the long term, both in terms of the actual sums involved and when the capital will become available to the Council. The availability of sufficient land to build on is also an important factor that will need to be addressed.

Glossary

Academies

Publicly funded independent schools for pupils of all abilities that operate outside of Local Authority control with funding provided directly from central government. The Governing Body employs the staff and controls pupil admissions to the school. Some academies have sponsors such as businesses, universities, other schools, faith groups or voluntary groups. All new academies that open will be classed as Free Schools.

Community Schools

State maintained schools which are wholly funded by the Local Authority. The Local Authority employs the staff and controls pupil admissions to the school.

Federated Schools

Two or more schools that agree to work together to raise standards. Leadership arrangements are shared by more than one school via an Executive Headteacher. A Hard Governance Federation is a statutory relationship in which the schools agree to have a single governing body, integrated service provision, integrated management and joint budgetary decisions. There are various 'softer' variations of such federations in which the joint working is less formalised but still collaborative. Federations often involve high performing schools supporting lower performing schools or are used as a way to improve the sustainability of small and rural schools.

Foundation Schools

State maintained schools where the Governing Body employs the staff and controls pupil admissions to the school.

Free Schools

A form of academy, they are publicly funded independent schools for pupils of all abilities that operate outside of Local Authority control with funding provided directly from central government. The Governing Body employs the staff and controls pupil admissions to the school. Free schools can be set up by groups of parents, teachers, businesses, charities, trusts, universities, independent schools, community groups, faith and voluntary groups. All new academies that open will be classed as Free Schools.

Studio Schools

Small schools of around 300 all ability pupils aged 14-19 years. Studio Schools teach the national curriculum through interdisciplinary, enterprise-themed projects and offer a range of academic and vocational qualifications. They have a very different style and ethos to most existing schools, with a much stronger emphasis on practical work and enterprise.

Trust Schools

Foundation schools that have acquired a charitable foundation (or trust) to support the school and enable it to work with external partners to bring expertise and wider knowledge to the school. Trust schools can be single schools or groups of schools - a shared trust - working within one overarching trust.

Voluntary Aided Schools

State maintained schools set up and owned by a voluntary body – usually a church body - but largely financed by the Local Authority. The Governing Body employs the staff and controls pupil admissions to the school.

Voluntary Controlled Schools

State maintained schools set up by a voluntary body – usually a church body and generally Church of England – and wholly funded by the Local Authority. The Local Authority employs the staff and controls pupil admissions to the school.

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Bath & North East Somerset Council		
MEETING	Cabinet	
MEETIN	4 May 2016	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2851
TITLE:	97/101 Walcot St. Supplementary Report to identify more fully the social objectives which are to be delivered by Genesis from these premises in favour of the community	
WARD:	Walcot	
AN OPEN PUBLIC ITEM/		
List of attachments to this report:		
Appendix 1: E2784 Report to Cabinet 97/101 Walcot St		
Appendix 2: Social Objects to be delivered by Genesis Trust as a result of the Community Asset Transfer		

1 THE ISSUE

- 1.1 At the meeting on 9 September 2015 the Cabinet resolved (Appendix 1: E2784) to request that a further report be brought back to Cabinet within the following 4 months to consider and approve that the provisions in 5.7 had been satisfied.
- 1.2 The provisions in 5.7 are set out in full in this report and in summary the requirement is to identify more fully the social objectives which are to be delivered from these premises in favour of the community.
- 1.3 This is the first available Cabinet meeting for this report to be made

2 RECOMMENDATION

- 2.1 To reconfirm authority, first approved in the Single Member Decision E2741 dated 11th February 2015, that the Corporate Property Officer be authorised to enter into an agreement for lease leading to grant of a lease based on the agreed heads of terms. The structure of the transaction has been amended however and the contract will be a direct lease to commence from date of exchange.

2.2 To note that:

- (1) Assessment work undertaken has demonstrated that the value of services as a result of the Community Asset Transfer if externally procured is at least equal to or greater than the value of the rent abatement (£20,000pa)
- (2) A separate cost/benefit analysis has demonstrated a clear overall benefit to the public purse from the asset transfer project

2.3 To adopt and agree the Social Objects(Appendix 2) to be delivered as a result of the Community Asset Transfer and to note the arrangements set out in paragraph 5.8 for monitoring and review

2.4 To note the range of uses that are considered inappropriate for the environment as stated in para 3 of the Social Objects.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

3.1 These were set out in full in the previous report E2784 and have not altered for the proposed transaction to grant the lease to Genesis Trust.

3.2 There are no additional resource implications resulting from this current report.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

4.1 These were set out in full in the previous report E2784 and have not altered for the proposed transaction to grant the lease to Genesis Trust.

4.2 There are no additional considerations resulting from this current report

5 THE REPORT

5.1 Cabinet previously requested that further work take place with Genesis Trust to:

- More fully identify the social objectives which are to be delivered from these premises in favour of the community
- Formally agree and record these social objectives to be delivered by Genesis Trust
- Undertake an assessment to ensure that the value of those services if externally procured is at least equal to or greater than the value of the rent abatement and works to the building
 - The proposal is to abate the rent to nil during the entire term of the lease. The estimated rental value of the property, assuming the building is in good repair, is £21,000 pa. Genesis will be committed to investing a minimum of £60,000 to carry out a scheme of improvements, subject to approval by the Council. The value of those works can be rentalised and equates to a deduction of £4,000 pa. Therefore the net revenue foregone is £17,000 pa.
 - The Council are committing £100,000 to enable the refurbishment scheme of 97/101 Walcot St. If this sum is decapitalised over the 99

year term of the lease this would equate to an annual equivalent of roughly £1,000 per annum

- The capital input of £100,000 was approved and included in the 2014/15 Corporate Capital Estate Planned Maintenance cost plan and this has been carried forward into 2016/17.
- The total annual revenue amount of the rent foregone together with the decapitalised capital works delivered by the Council equates to approximately £18,000 per annum.
- The rent shown in the draft lease is £18,000pa.

The analysis was carried out at a slightly higher baseline rent of £20,000pa.

- Identify specific uses which should not be carried out from the premises which otherwise form part of Genesis Trust's activities:
 - The draft lease limits the Use in accordance with the aims and purposes set out in the charitable objects of, and in accordance with, the Memorandum and Articles of Association of Genesis Trust Bath. The statement of objects and usage will be annexed to the lease and may be varied from time to time to provide for similar charitable aims and purposes

5.2 The main aim of this Community Asset Transfer is to deliver significant improvements in the level of service offered by the Genesis Trust and this in turn will deliver measurable outcomes for vulnerable people in Bath and North East Somerset. In summary, the project will do this through:

- The expansion of the Genesis Life Skills project, which will see a doubling of the number of hours per week provided by Life Skills Facilitators and additional volunteer support. In addition, a new Genesis "Personal Fulfillment Programme" will see those in crisis gain access to a wide range of skills and activities with the support of a new role of Life Skills Navigator
- Establishing a new 'social enterprise' project named 'Acacia', providing work experience. This will be a high quality retail outlet for upcycled furniture, home crafts and appropriate bought-in goods. Acacia will provide work placements for those who are long-term unemployed. An Employment Navigator, another new role, will support trainees into employment. Genesis will work in partnership with Bath College to offer apprenticeships at Acacia and the Furniture Project, in retail, customer service and business administration.
- Enabling co-location of the 2 projects – Life Skills and Acacia. This will improve accessibility between the two schemes so help can be tailored to those who need it most and progression between the schemes supported.

5.3 Detailed discussions have taken place between the Council and the Genesis to identify how the Community Asset Transfer and associated projects summarised in 5.2 above will deliver key social objectives. These social objectives are set out

in detail in Appendix 2 and will be used to monitor and assess delivery of the Community Asset Transfer, under the following headings:

Objective One: Lever in new **resources**. New investment as a result of the project includes:

- £1m of capital funding from the Genesis Trust into the building
- Investment from Genesis Trust in new staffing totalling £189,378pa;
- Increased volunteer time to help vulnerable people gain the skills they need. The project will lead to an estimated additional 5,800 volunteers hours.

Objective Two: Produce defined **outputs** so that change and improvement can be measured. The project will see 117 people undertake work placements - 67 at Acacia and 50 at the Furniture Project - an increase of 77. All 117 people on work placements will complete certificated training opportunities and enhance their C.Vs. Based on similar external projects, as referred to in 5.5 below, a comparable unit cost for such a project is £600 per person per year, meaning that the costs if externally procured of this project would be in the region of £46,000 which compares well with the base £20,000 “rent abated” figure being tested.

Objective Three: Improved **outcomes** for people benefiting from the projects, particularly through helping people into work. These outcomes have a significant impact on reducing the longer-term cost of public services through focusing help on those most in need to gain skills and move nearer to the labour market. This reduces the overall burden on the public purse across a range of agencies, including health services and central government departments such as DWP. The Treasury and DWP place a cash “value” on the benefits of helping people back into work which can be used to assess this project. This identifies a direct annual “fiscal” saving to the DWP and Treasury of £9800 for Jobseekers who move into work. In addition, there is also an estimated reduction of a third in annual health service costs as a result of people being in employment. Through apprenticeships, community work placements and other trainee placements, this scheme aims to directly help 21 long-term unemployed people back into work per annum, a figure based on current experience at the Furniture Project. Using the JSA figures above, this would lead to a total full-year fiscal saving of £205,000 per annum to the DWP and £11,886 to the NHS. These savings - along with the wider social and economic benefits of helping people back into work - help identify a “total public value” of the project which can then be compared to cost (or, in this case, rent abated).

5.4 As well as clarifying the social objectives to be delivered, the Council has also analysed whether the value of services if externally procured is equal to or greater than the rental value abated (which is calculated at £20kpa). The Council has examined comparable services which it has externally procured to help inform this assessment. In particular it has made comparisons with schemes it has funded to help vulnerable groups to move closer to the labour market. These schemes have objectives comparable to this project including increasing participation in accredited learning and training, increasing work-related activity and/or entering sustainable employment. Based on these comparisons, advice received is that the rent abated is deemed good value for the outputs identified

5.5 As highlighted above, an initial Cost Benefit Analysis of the Community Asset Transfer has been undertaken, in order to assess the overall costs and benefits to the “public purse” of the project. This has used the New Economy Cost Benefit Calculator, which in turn draws on data from HM Treasury to assess the impacts on the overall fiscal position of public services of a range of projects and indicators, as well as identifying wider public benefits. The model makes provision for a wide range of factors and assumptions to be included, such as:

- The initial cost of the investment as well as future costs and discount rates applied
- The overall impact of projects on key outcomes, including potential “drop-off” rates and other factors
- Savings made to public services in the form of costs foregone and the impact of specific interventions

5.6 The model, based on conservative planning assumptions relating to employment outcomes from the project, currently shows a positive “Net Present Value” (NPV) of the scheme over the assessed twenty five year period. An initial sensitivity analysis indicates a positive NPV across a range of assumptions. Due to the nature of the scheme and its focus on employment support for those furthest away from the labour market, the model identifies that the majority of benefits accrue to the public purse through the DWP, with some benefits also accruing to health services.

5.7 The Council has worked with Genesis to identify arrangements for monitoring and assessing delivery against the Social Objects. This will entail an annual review of objectives, to be made publicly available. As part of this review, amendments to the next year’s indicators will be agreed and the cost/benefit analysis refreshed in the light of that year’s data.

5.8 There is also significant potential to strengthen the links between the work of the Genesis Trust and other partners contributing to tackling unemployment.

5.9 Included in the Social Objects are uses which are considered inappropriate for the site. These will be specifically excluded and set out as prohibitions in the lease.

- Soup Run
- Residential use for clients

6 RATIONALE

6.1 Cabinet requested that further information be gathered to assess the value of the community benefits gained by the work of Genesis Trust

6.2 The report has set out an analysis of the community benefits compared to the rental value abated.

7 OTHER OPTIONS CONSIDERED

7.1 None

8 CONSULTATION

8.1 Council Economic Development team

9 RISK MANAGEMENT

9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

Contact person	<i>Richard Long x7075 (or Keith McCombie x7976)</i>
Background papers	<i>None</i>
Please contact the report author if you need to access this report in an alternative format	

APPENDIX

Social objectives to be delivered by Genesis Trust as a result of the Community Asset Transfer

A) OBJECTIVE- LEVERING- IN ADDITIONAL RESOURCES

Benefits arising from the Community Asset Transfer

Roles	New Resources per annum (Hours)	New Resources per annum (£)
Life Skills Facilitators	2080 hours	£22,344
Life Skills Navigator	1950 hours	£20,948
Life Skills Volunteers	559	£4,612 (measured at living wage)
Acacia Retail Staff	3900 hours	£43,911
Acacia Workshop	3120 hours	£32,857

staff		
Employment Navigator	1950 hours	£20,948
Acacia Volunteers	5304 hours	£43,758 (measured at living wage)
Total		£189, 378

B) OBJECTIVE- DELIVERING MEASURABLE OUTPUTS

Life Skills

	Additional outputs per annum
Increase in number of Life Skills clients	181 clients
Increase in number of sessions	442 sessions
Increase in activity hours	5587 hours
Increase in number of attendances	2527 attendances
Increasing clients accessing work placement	37 clients

Acacia and Furniture Project

	Additional outputs per annum (people)
Apprenticeships undertaken	3
Extra work placements offered	77 (67 at Acacia & 10 at the Furniture Project)
Acacia trainees completing at least 1 certificated course	67
Furniture Project trainees completing at least 1 certificated course	40

C) OBJECTIVE- DELIVER BETTER OUTCOMES

	Additional outcomes per annum (people)
Fiscal benefit (including improved health outcomes) of moving people off benefits and into work	21
Increase in people gaining NVQ Level 2	2
Improved mental health (increased confidence/self esteem)	71

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Bath & North East Somerset Council		
MEETING/ DECISION MAKER:	Cabinet	
MEETING/ DECISION DATE:	9 September 2015	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2784
TITLE:	97-101 Walcot Street	
WARD:	Walcot	
AN OPEN PUBLIC ITEM		
List of attachments to this report: <i>All attachments to this report are available on Council's website under 9th September 2015 meeting of the Cabinet.</i>		

1 THE ISSUE

- 1.1 To provide an update to cabinet on the proposed Community Asset Transfer of the above premises and in particular note work to establish agreed social objectives to be delivered by the proposed occupier as part of the transfer terms.

2 RECOMMENDATION

Cabinet is requested to:

- 2.1 Note that the transfer was approved under the Community Asset Transfer policy by the previous Administration
- 2.2 Note the transfer facilitated the release of 1-3 James Street West for development generating both a capital and revenue income.
- 2.3 Note the community benefits as currently assessed under the transfer in Appendix 3
- 2.4 Note the range of uses that are considered inappropriate for the environment stated in Appendix 3
- 2.5 Note that the transfer is subject to Genesis obtaining planning permission

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 This transaction facilitates the disposal of 1-3 James Street West which is due to generate the capital receipt and annual rental income as set out in Appendix 1.

- 3.2 The Council are committing £100,000 to enable the refurbishment scheme of 97/101 Walcot St. If this sum is decapitalised over the 99 year term of the lease this would equate to an annual equivalent of roughly £6,500 per annum
- 3.3 The proposal is to abate the rent to nil during the entire term of the lease. The estimated rental value of the property, assuming the building is in good repair, is £21,000 pa. Genesis will be committed to investing a minimum of £60,000 to carry out a scheme of improvements subject to approval by the Council. The value of those works can be rentalised and equates to a deduction of £4,000 pa. Therefore the net revenue forgone is £17,000 pa.
- 3.4 The capital input of £100,000 was approved and included in the 2014/15 Corporate Capital Estate Planned Maintenance cost plan and this has been carried forward into 2015/16.
- 3.5 The total annual revenue amount of the rent forgone together with the decapitalised capital works delivered by the Council is approximately £23,500 per annum, equating to a theoretical capital value of the leasehold interest at £260,000.
- 3.6 It will be necessary to demonstrate that the value of the services to be delivered by Genesis from these premises is equal to or greater than the annual revenue forgone.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

- 4.1 Under s123 of the Local Government Act 1972, any disposal by the Council of an asset in excess of 7 years (including leasehold interests) must obtain “best consideration”, unless the General Disposal Consent (England) 2003 can be applied or a specific consent is obtained.
- 4.2 The General Consent allows specified circumstances where the consent can be applied:
- a) the local authority considers that the purpose for which the land is to be disposed is likely to contribute to the achievement of any one or more of the following objects in respect of the whole or any part of its area, or of all or any persons resident or present in its area;
 - i) the promotion or improvement of economic well-being;
 - ii) the promotion or improvement of social well-being;
 - iii) the promotion or improvement of environmental well-being;
 - and
 - b) the difference between the unrestricted value of the land to be disposed of and the consideration for the disposal does not exceed £2,000,000 (two million pounds).
- 4.3 The RICS is the governing body for Chartered Surveyors and they have set out guidance specifically to deal with this issue which should be followed unless there are particular circumstances that mean that it is not appropriate. It essentially puts in place an audit trail so that the decision to dispose at less than market value is demonstrably robust. It is, therefore, considered that this is an appropriate model for sign off of the individual transactions which should be

undertaken in liaison with the Section 151 Officer. In summary the guidance requires:

- a full valuation exercise is undertaken which understands the maximum theoretical Market Value for the asset to be transferred.
- calculation of the reduced values that apply because of any restrictions that the Council applies relating to things such as use, alienation, clawback, etc.
- the value added to the Council through the outcomes of the transfer has been assessed and found to be not less than the difference between market value and the actual price to be paid.

4.4 The disposal is not considered to constitute State Aid.

5 THE REPORT

5.1 Until recently Genesis occupied premises at 1-3 James Street West. This was the latest of several temporary addresses occupied by Genesis.

5.2 1-3 James St West is a development opportunity and the Council required vacant possession of the property in order to facilitate a disposal for its re-development in return for a capital receipt and ongoing revenue income which will be derived by taking back the ground floor accommodation within the completed development.

5.3 Under a Joint Single Member Decision E2741 (Appendix 2) by the then Cabinet Member for Community Resources and the Leader of the Council, approval was granted to the Chief Property Officer to enter into negotiation to grant a lease of premises at 97-101 Walcot Street to the Genesis Trust under the Community Asset Transfer policy.

5.4 The proposed Lease and Building Agreement are currently under negotiation and the transaction is subject to the Genesis Trust obtaining planning permission for the works and proposed use of the premises.

5.5 Whilst the basis for the transaction at less than market value has been properly set out and recorded as part of the single member decision process under the previous administration, there remains the opportunity to further improve the clarity around not only the social objectives which are to be delivered in favour of the community through this transfer but also identify the range of uses that are considered inappropriate for the particular environment within which the premises are located. This will assist in addressing and reducing concerns now being expressed within the local community.

5.6 Key Facts about Genesis Trust Bath and a statement of their social objectives including limitations on future use of the premises are set out in Appendix 3 and will form the basis for the assessment required in 5.7 below.

5.7 Cllr Gerrish, Cabinet member for Finance and Efficiency has accordingly requested that further work be undertaken with Genesis Trust to:

- More fully identify the social objectives which are to be delivered from these premises in favour of the community

- formally agree and record these social objectives to be delivered by Genesis Trust
- Undertake an assessment to ensure that the value of those services if externally procured is equal to or greater than the value of the rent abatement and works to the building which the Council would potentially be funding.
- identify specific uses which should not be carried out from the premises which otherwise form part of Genesis Trust's activities.

5.8 It is recommended a further report is brought back to cabinet within the next 4 months to consider and approve that the provisions in 5.7 have been satisfied.

6 RATIONALE

6.1 At its meeting of 19th February 2013 Council resolved to note the approach to Community Assets as set out and support the progression of transfers to the organisations identified in the Annexe. It was agreed, as set out at Appendix 2 - Annexe 6 to the February 2013 Council report, that a number of potential organisations be identified to be taken forward and Genesis Trust was one of those listed.

6.2 The application of this policy is in line with guidance to Local Authorities on asset transfers. The idea is to help secure community benefits in line with Council priorities and objectives by transferring property at a peppercorn rental, in exchange for arrangements designed to secure community benefits in line with Council objectives.

6.3 The majority of the quick wins were considered in a joint Single Member Decision - E2625 Community Asset Transfer - Granting Long Leases, (Appendix 4) which confirmed the disposal of the assets on long lease at a peppercorn, but the Genesis Trust proposal was excluded because discussions were not sufficiently advanced.

6.4 As there are no current delegations in place to officers it is necessary to give specific authority to enter into this transaction. The proposals give a structure which can demonstrate the audit trail that led to the grant of a leasehold disposal at less than market value.

6.5 The grant of a lease to Genesis will enable the realisation of the capital receipt from the sale of premises at 1-3 James St West.

7 OTHER OPTIONS CONSIDERED

7.1 None. This proposal is in accordance with the approved policy of community asset transfers in relation to one of the subject organisations identified as a "Quick Win"

8 CONSULTATION

8.1 Finance Team; Section 151 Officer; Strategic Director - Resources; Monitoring Officer.

The report has been circulated to the above consultees and any comments or amendments incorporated in to the final document.

9 RISK MANAGEMENT

- 9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

Contact person	Richard Long – 01225 477075
Background papers	
Please contact the report author if you need to access this report in an alternative format	

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Genesis Trust Bath

1 Objects

As stated in the Charity's Memorandum of Association, the Charity's Objects are, for the public benefit:-

3.1 the relief of poverty amongst homeless and destitute persons and the relief of sickness, hardship and distress of people in need in particular (but not limited to) those living in Bath and the surrounding areas; and

3.2 to promote social inclusion for the public benefit by preventing people from becoming socially excluded, relieving the needs of those people who are socially excluded and assisting them to integrate into society in particular (but not limited) to those living in Bath and the surrounding areas.

For the purpose of Article 3.2 'socially excluded' means being excluded from society, or parts of society, as a result of one or more of the following factors: unemployment; financial hardship; youth or old age; ill health (physical or mental); substance abuse or dependency including alcohol and drugs; discrimination on the grounds of sex, race, disability, ethnic origin, religion, belief, creed, sexual orientation or gender re-assignment; poor educational or skills attainment; relationship and family breakdown; poor housing (that is housing that does not meet basic habitable standards; crime (either as a victim of crime or as an offender rehabilitating into society).

2 Usage of 97-101 Walcot Street

The initial usage will be as follows...

A retail shop selling mainly refurbished furniture and items made by our clients. The shop will be staffed by clients as part of their Personal Programmes, supported by staff and volunteers. The atmosphere of the shop will be in sympathy with the eclectic and artistic nature of Walcot Street, and will be welcoming to customers and visitors.

A workshop where the refurbishment and production will be undertaken, staffed by clients and employees.

A hall where items will be made for sale, and where training courses and other activities will be held as part of the Personal Programmes for clients.

A counseling room for one-to-one support.

A meeting and training room for general meetings and client support.

A domestic kitchen for use by people in the building and for teaching cookery.

An office for the staff of the charity.

Disabled access and toilets.

3 Future usage

In the future, the usage of the building will be consistent with the Objects of the charity, but the actual activities are bound to develop over a period of time to suit the needs of our clients.

We will never use the building either for a soup run or for accommodation for our clients.

Genesis Trust
23 July 2015